In all fairness: perceptions of climate policies and the green transition in the Nordic Region

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In all fairness: perceptions of climate policies and the green transition in the Nordic Region

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Contents

1. Introduction 4

2. Executive summary 7

3. General attitudes towards climate change and climate policies 12

4. Current effects of climate change mitigation policies on individuals and households 24

5. Future impacts of climate policies and the green transition on various dimensions of individuals and households 43

6. Fairness of climate policies 58

7. Conclusions 86

8. References 89

Annex 1: Technical design 90

Annex 2: Detailed questionnaire 97

1. Introduction

In order to cope with climate change and fulfil the Paris Agreement (UNCCC 2015), the Nordic countries aim to reduce greenhouse gas emissions by at least 40% by 2030 compared to 1990 (Silbye et al. 2019; Tapia et al. 2022). To reach their climate goals, the Nordic countries, self-governing territories and autonomous regions[1] have adopted specific legislation and deployed a range of policies aimed at curbing domestic greenhouse gas emissions. The EU Climate and Energy Framework, including support mechanisms such as the EU Emissions Trading System (EU 2003), the European Green Deal (EC 2019) and the Fit for 55 package (EC 2021), define a consistent policy framework for achieving the climate goals at the European level[2].

The green transition is expected to have a mix of social and economic impacts. Positive impacts include new jobs in green sectors and improved environment and health. Negative impacts include a risk of higher energy and transport costs during the transition, along with potential job losses in certain sectors and areas. This is where the concept of a *fair* green transition comes in. The 2030 Agenda (UN General Assembly 2015) and the European Green Deal (EC 2019) stress that no person and no place should be left behind in the green transition, and in 2022 the EU Member States adopted a recommendation to ensure a fair transition towards climate neutrality (European Council 2022).

The project *Not Just a Green Transition* (NJUST) was initiated by Nordregio on behalf of the Nordic Council of Ministers in 2021. The project aims to provide knowledge and recommendations on how we can engage all Nordic citizens in a green transition that, as laid down in *Our Vision 2030,* the Nordic Action Plan for the 2021-2030 period, transforms the Nordic Region into "the most sustainable and integrated region in the world" (Nordic Council of Ministers 2021). The specific aim of the NJUST project is to increase knowledge about the green transition and climate mitigation policies and their impact on individuals and vulnerable groups, identifying policy measures that can help mitigate potentially negative effects. The results will be presented in a Policy Proposals Toolbox for the Nordic cooperation and the Nordic Region.

The work presented here is the third research output from the NJUST project. Two reports have previously been published to increase knowledge about the green transition and its socioeconomic and territorial consequences: *Just Green Transition – Key Concepts and Implications in the Nordic Region* (Cedergren et al. 2022) and *The Social Impacts of Climate Mitigation Policies on*

[1] For the sake of simplicity and economy of language, throughout this report we will simply refer to "Nordic countries and regions".
[2] Even though they are not part of the EU, Iceland and Norway have adhered to the EU Climate Policy Framework.

Vulnerable Groups in the Nordic Region (Tapia et al. 2022). These materials are available at: www.nordregio.org/publications/.

The aim of the survey presented in this report is to increase knowledge about peoples' perceptions concerning the fairness of the green transition. The survey focuses on climate policies as fundamental enablers in the shift towards a low-carbon society and consists of five blocks of questions:

1. Socio-demographic information
2. General attitudes towards climate change and climate policies
3. Current effects of climate change mitigation policies on individuals and households
4. Expected effects of climate change mitigation policies on individuals and households
5. Fairness of climate change mitigation policies

Methodological note

The survey was run on a representative sample of the adult population living in the Nordic Region, including five countries (Denmark, Finland, Iceland, Norway and Sweden) and three regions (Åland, Greenland and Faroe Islands). The field campaign was conducted through 5,178 telephone interviews between October and November 2022. Respondents were randomly sampled from the adult population in each area according to representative gender and age quotas.

The questionnaire is formulated as statements where respondents are asked to judge how they are affected by climate policies and how they perceive other groups in society to be affected. The aim was to allow for comparisons of people's responses within and across countries based on a shared understanding of the questions. On these grounds, we decided to focus on climate change and climate policies instead of building the questionnaire around the broader – and difficult to anchor – concept of a green transition.

On these same grounds, among the different perspectives that could have been adopted to inquire about fairness and social justice, we decided to focus on the most intuitive one, namely distributive justice – the equal distribution of burdens and benefits. Therefore, all the questions related to fairness were formulated as statements in which respondents were asked to judge whether climate policies affected all social groups in a similar way regardless of where they live, their socio-demographic characteristics, personal habits, etc.

The questionnaire was originally developed by Nordregio researchers in English and then translated into local languages by native speakers. Prior to the field campaign, the questionnaire

was tested at Nordregio and piloted in the different areas. The two annexes to this report provide more information on the survey design (Annex 1) and the questionnaire (Annex 2).

We would like to thank the people across the Nordic Region who shared their experiences in this survey.

2. Executive summary

General attitudes towards climate change and climate policies

A large majority of Nordic citizens who responded to this survey agree that climate change is a major problem and roughly half of them are willing to increase efforts to tackle it, even if this entails raising taxes. However, around one in five respondents do not believe that acting on climate change is beneficial for the economy and one in four worry that jobs may be at risk.

- Almost three in four respondents (71%) agree that climate change is a serious or very serious problem and roughly half of all respondents (49%) agree that more public resources should be spent to fight it, even if this entails raising taxes.
- More than half of respondents (52%) agree that acting on climate change is beneficial for the economy, but slightly over one fourth of respondents (27%) fear that some jobs in their country or region are at risk due to climate mitigation policies.
- Residents in Iceland, Denmark and Sweden are particularly likely to expect that efforts to tackle climate change will bring economic benefits, while fewer respondents in these countries worry about potential job losses compared to other areas. On the other hand, respondents in Finland and Norway are more likely to be concerned about the economic and labour risks of climate policies.
- Men, people with lower educational attainment, those working in carbon-intensive industries[3] and those living in rural areas[4] are less likely to expect economic benefits to result from climate action and are more likely to be concerned about potential job losses linked to climate policies.

Current effects of climate change mitigation policies on individuals and households

Roughly one in four people in the Nordic Region state that climate policies have negative consequences for their household finances and roughly one in four have experienced difficulties in maintaining their heating and transport habits due to high energy costs.

[3] These include industries accountable for the largest share of greenhouse gas emissions, according to the National Communications to the UNCCC, namely: 1) Agriculture, forestry and fishing; 2) Mining, quarrying and peat production; 3) Oil and chemical industry, pulp paper and cardboard production, cement and ceramics, steel and metal industries and power plants, 4) Transportation of people and goods, 5) Building and construction; 6) Waste collection and treatment. Activities outside these sectors are included in the "other industries" category.

[4] Responses have been classified as originated in a rural, urban, or intermediate area according to the postal code information provided by respondents. The classification was done according to the Degree of Urbanisation (DEGURBA) taxonomy developed by Eurostat. Annex 1 explains the procedure in detail.

- Almost one fourth of respondents (23%) state that high energy costs make it difficult to keep their homes at a comfortable temperature, and a larger proportion (28%) report that high fuel costs have led them to change their transportation routines.
- Roughly four in ten respondents (38%) say they are consuming fewer products with a big carbon footprint. Only one in fifteen (6%) are worried about other people's opinions regarding their climate behaviour.
- Roughly one in ten respondents (12%) agree that government support has been an important incentive for purchasing climate-friendly products, while a smaller proportion (8%) say they have benefited from economic incentives to improve the energy efficiency of their dwellings.
- The majority of the Nordic population (52%) thinks that climate policies have a neutral effect on household economies. However, those who feel that climate policies affect their household finances negatively (28%) outnumber those who believe that climate policies have a positive impact on them (14%).
- Men, those who work in carbon-intensive industries, people who use social media to keep themselves informed, respondents who live in rural areas and those who use private motor vehicles with higher frequency are more likely to think that climate policies affect them negatively in economic terms.

Future impacts of climate change mitigation policies on individuals and households

Looking ahead, almost half of all respondents believe that climate policies could improve health and well-being and one third expect that such policies will help to create jobs. Nonetheless, most of them are sceptical about the capacity of climate policies to improve working conditions, and around half of respondents are concerned about their potential impact on the cost of living.

- Looking ahead, one third of respondents (31%) agree that climate policies might help create jobs in the local economy, but a similar proportion (34%) believe the climate transition will not necessarily improve people's working conditions.
- More than half of all respondents in the Nordic Region (51%) think climate policies could increase the cost of living in the areas where they live.
- Almost one respondent in two (45%) agree that climate initiatives will help to improve health and well-being and half of them (50%) state that climate policies will lead to more sustainable lifestyles.
- Compared with other countries and regions, people living in Finland and Norway are more likely to be sceptical about the potential labour improvements brought about by climate policies in the future, both in terms of new jobs and better working conditions.

- Concern regarding the impact of climate policies on the cost of living is greater in Norway and Åland than in Iceland and Greenland.
- A more sceptical view about the future economic and social benefits of climate policies prevails among men, employed people, particularly those employed in carbon-intensive sectors, those living in rural areas, those living in houses and those who make more intensive use of private motor vehicles, like cars.

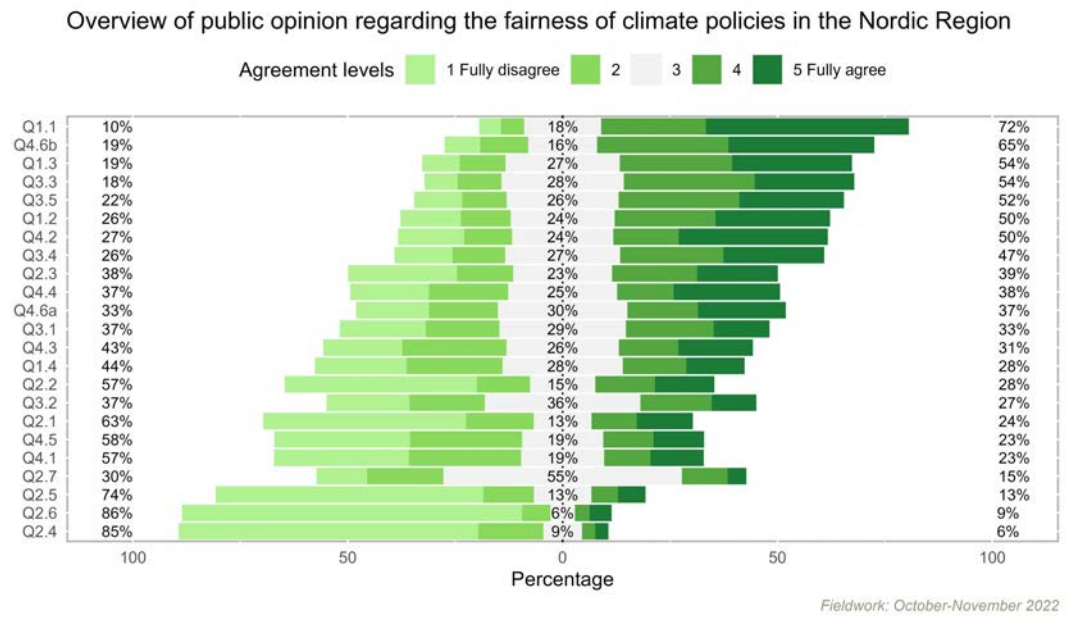
Fairness of climate policies

The Nordic populations feel that climate policies affect people in various ways, depending on their demographic and socioeconomic characteristics. More than half of respondents think that climate policies affect people differently, depending on their earnings and where they live – in urban vs rural areas.

- More than half of respondents (56%) state that climate policies disproportionally affect people, depending on personal earnings.
- One quarter of respondents (25%) say that climate policies are not neutral from a gender perspective.
- Two fifths of respondents (41%) think that climate policies affect social groups differently, depending on age.
- Roughly one third of respondents (34%) concur that climate policies affect people differently, depending on their country of birth.
- More than half of respondents (56%) agree that climate policies affect people in different ways, depending on the type of region where they live, either rural or urban.
- Almost one third of respondents in Finland, Norway and Sweden (29%) think that the Sámi population is disproportionally affected by climate mitigation policies. In Greenland, one in five (19%) perceive that indigenous people are disproportionally affected by climate change mitigation measures.
- Older and retired adults, those living in rural areas, and those with lower levels of educational attainment are more likely to perceive climate policies as fair.

The following figure provides a full overview of the questions that were asked during the survey as well as the proportional distribution of the answers that were given by respondents. The questions have been sequenced according to degree of agreement with the statements on a five-point Likert scale. The percentages shown on the left side of the plot indicate the proportion of respondents who fully disagreed (1) or disagreed (2) with a given statement (bottom box: 1+2). Conversely, the percentages shown on the right side of the plot indicate the share of respondents who agreed (4) or fully agreed (5) with a given statement (top box: 4+5). Those in the centre show

the proportion of respondents who neither agree nor disagree on each topic (neutral: 3). Importantly, for the sake of simplicity and readability, the percentages shown on this plot have been calculated without considering the share of people who did not know how to reply or did not want to reply to individual questions. These percentages are, however, reported in all the remaining figures and tables included in this Report.



Question statements

To what extent do you agree or disagree with the following statements?

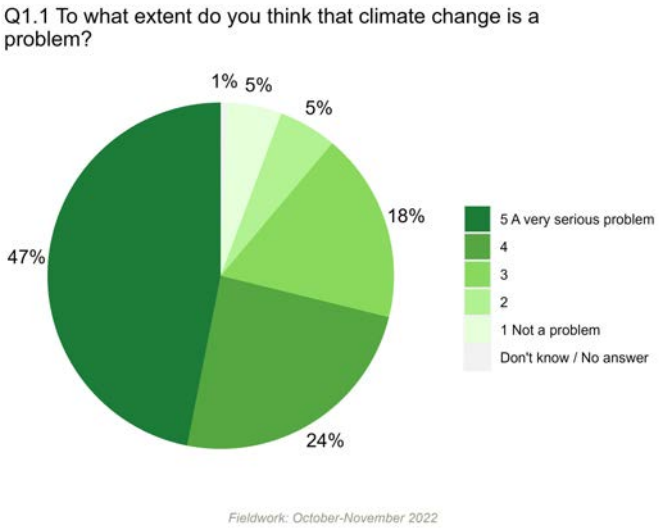
Q1.1	To what extent do you think climate change is a problem? (1 - Not a problem; 5 - A very serious problem)
Q4.6b	The indigenous population in Greenland is affected by measures to combat climate change to the same extent as Danes and other minorities living in Greenland.
Q1.3	Taking action on climate change would be beneficial for the economy in <country/region>.
Q3.3	Initiatives to fight climate change will increase prices and the cost of living in the area where I live.
Q3.5	Initiatives to fight climate change will lead to more sustainable lifestyles in the area where I live.
Q1.2	More public financial resources should be invested in preventing climate change, even if it means that taxes are increased.
Q4.2	Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of gender.
Q3.4	Initiatives to fight climate change will improve health and well-being in the area where I live.
Q2.3	I buy fewer products with a big carbon footprint, such as meat or flight tickets, due to climate concerns.
Q4.4	Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of the country of origin.
Q4.6a	The Sámi population in <country/region> is affected by initiatives to fight climate change to the same extent as the rest of the population.
Q3.1	Initiatives to fight climate change will help create new jobs in the area where I live.
Q4.3	Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of age.
Q1.4	I am worried that some jobs in <country/region> may be at risk due to the transition to a low-carbon economy.
Q2.2	During the last year, I have changed my transportation routines because of high fuel costs.
Q3.2	Initiatives to fight climate change will improve working conditions in the area where I live.
Q2.1	I struggle to keep my home at a comfortable temperature due to high energy and electricity costs.
Q4.5	Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of where they live – urban or rural areas.
Q4.1	Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of how much they earn.
Q2.7	Overall, how do you think that climate policies affect your household today in economic terms? (1 - Very negatively affected; 5 - Very positively affected)
Q2.5	Thanks to the economic support provided by my government, during the last year I have purchased climate-friendly products.
Q2.6	During the last year I have benefited from subsidies, tax discounts or tax exemptions to improve the energy efficiency of my house or flat.
Q2.4	I worry about other people's opinions regarding my carbon footprint.

3. General attitudes towards climate change and climate policies

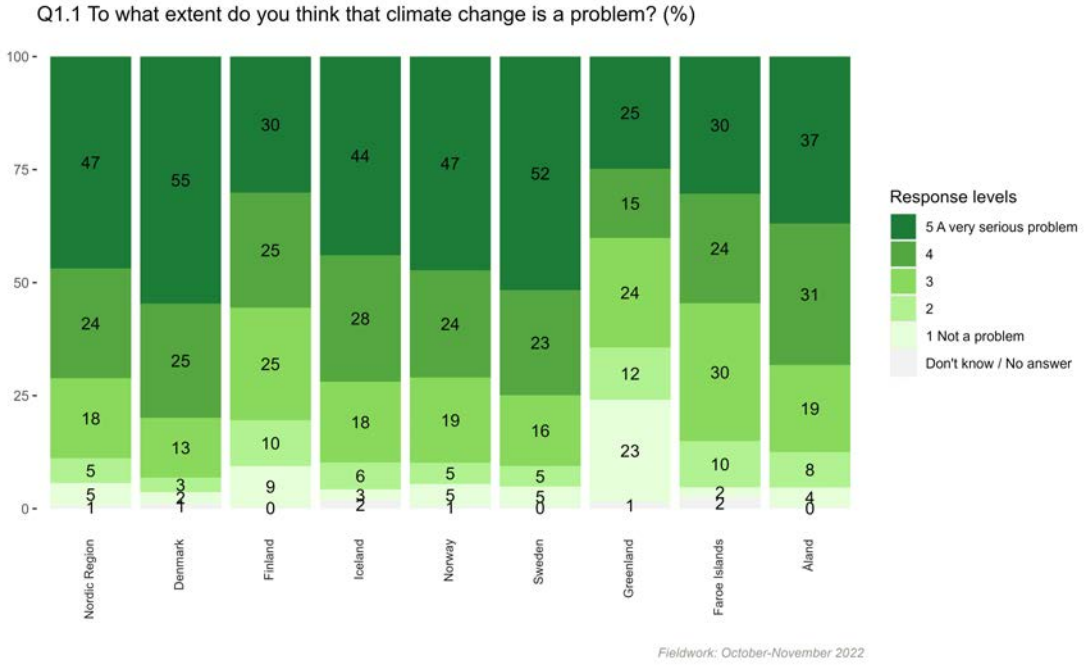
Almost three in four respondents (71%) agree that climate change is a serious or very serious problem and roughly half of them (49%) agree that more public resources should be spent to fight it, even if this entails raising taxes.

Q1.1 To what extent do you think that climate change is a problem?

A vast majority of the Nordic population (71%) agrees that climate change is a serious or very serious problem. Only 10% percent of the interviewed persons think that it is a small or negligible problem.

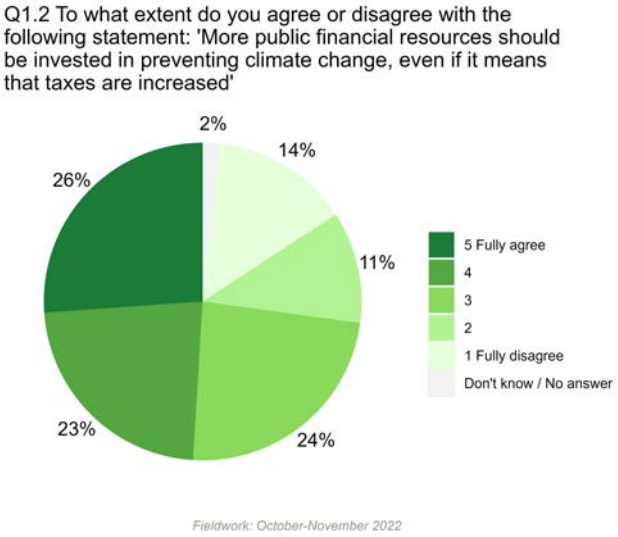


Nevertheless, perceptions vary considerably from country to country. Respondents in Denmark (80%), Sweden (75%), Iceland (72%), Norway (71%) and Åland (68%) are more likely to think that climate change is a serious or very serious problem. People in Finland (55%), Faroe Islands (54%) and Greenland (40%) are less likely to believe that climate change is a serious or very serious problem. However, respondents who consider climate change to be a serious or very serious problem outnumber those who disagree in all countries and regions.

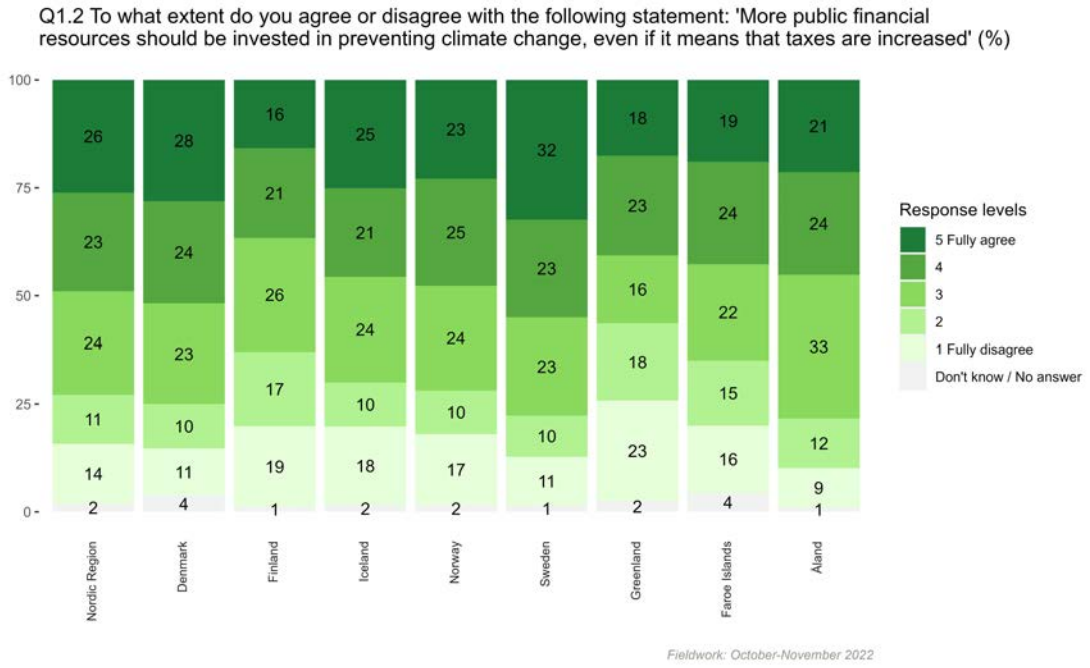


Q1.2 To what extent do you agree or disagree with the following statement: "More public financial resources should be invested in preventing climate change, even if it means that taxes are increased".

Almost half of respondents (49%) agree that further financial resources should be invested in preventing climate change, even if it means that taxes are raised, with 26% of respondents indicating that they "fully agree" with this statement. Only one in four respondents (25%) disagree with the statement.



Respondents in Sweden (55%) and Denmark (52%) are more likely to agree that more financial resources should be invested in preventing climate change, even if this means that taxes are increased. The percentage of respondents who agree with the statement is smaller in Iceland (46%), Greenland (41%) and Finland (37%). Greenland has the largest proportion of respondents (23%) who "fully disagree" with this statement. However, in all the Nordic countries, more respondents agree than disagree with the statement that more financial resources should be mobilised to fight climate change, even if taxes are increased.



Socio-demographic analysis

The socio-demographic analysis at the Nordic level highlights that women, people living in cities, and those with a high level of education tend to be more likely to be concerned about climate change and willing to increase efforts to address it, even if this means a heavier financial burden:

- Women are more likely to agree with the statement that climate change is a serious or very serious problem (79%), as opposed to men (64%). Women are also more likely to support the claim that further financial resources should be invested in preventing climate change, even if it means that taxes are raised (55%), compared to men (43%).
- Respondents who keep themselves informed through the press (75%) are more likely to agree about the seriousness of climate change compared to those who keep themselves informed through social media (65%). Respondents who keep themselves informed through the press as well as radio and podcasts are more likely to agree that further financial resources should be invested in preventing climate change, even if it means that taxes are raised (54% and 55%, respectively), compared to those who keep themselves informed through social media (42%).
- Respondents with university education levels are more likely to agree that climate change is a serious or very serious problem (83%) compared to those with secondary (62%) or primary (57%) educational attainment. Respondents with higher education level also tend to agree with the statement that further financial resources should be invested in preventing climate change, even if it means that taxes are raised (61%), to a higher extent than those with secondary (39%) and primary (41%) educational attainment.
- Respondents who are employed are less likely to agree that further financial resources should be invested in preventing climate change, even if it means that taxes are raised (48%). The opposite holds true for respondents outside the labour force, like retired people and students, who are more likely to agree with this statement (52% and 58%, respectively).
- Respondents employed in carbon-intensive industries tend to agree that climate change is a serious or very serious problem (53%) to a lesser extent than respondents occupied in other industries (75%). Similarly, respondents in carbon-intensive sectors tend to agree that further financial resources should be invested in preventing climate change, even if it means that taxes are raised (35%), to a lesser extent than respondents in other sectors (53%).
- People living in cities are more likely to agree with the statement that climate change is a serious or very serious problem (82%), as opposed to people living in rural areas (62%). In a similar vein, respondents living in cities believe that further financial resources should be invested in preventing climate change, even if it means that taxes are raised, to a larger proportion than rural dwellers (59% vs 39%, respectively).

- Respondents who live in an apartment are more likely to agree that climate change is a serious or very serious problem (77%) compared to those who live in a house (68%). Respondents who live in houses are more likely to disagree that further financial resources should be invested in preventing climate change, even if it means that taxes are raised (28%), compared to those living in apartments (21%).
- Respondents who live in dwellings connected to district heating are more likely to agree that climate change is a serious or very serious problem (76%) compared to those using wood and pellets as the main fuel to keep their homes at a comfortable temperature (63%).
- Respondents who use private motor vehicles, such as cars, 2 days per week or less tend to agree that climate change is a serious or very serious problem in a higher proportion (80%) than those who use private motorised transportation on an almost daily basis (62%). Occasional users (2 days per week or less) of public transport and non-motorised vehicles tend to disagree more with the statement that further financial resources should be invested in preventing climate change, even if it means that taxes are raised (28% and 29%, respectively), compared to those using this transportation 5 days per week or more (both 15%).
- Among motor vehicle users, those who use them for professional reasons, including commercial vehicles and commuting to work, are less likely to agree that climate change is a serious or very serious problem (63% and 66%, respectively) compared to those who make use of these vehicles for leisure and tourism (71%).

	Q1.1. Bottom box [1+2]	Q1.1. Top box [4+5]	Q1.2. Bottom box [1+2]	Q1.2. Top box [4+5]
Total Nordic Region	11	71	25	49
Gender				
Female	6	79	17	55
Male	15	64	34	43
Other	44	55	52	32
Age group				
18-29	10	74	28	49
30-49	10	71	27	48
50-64	11	72	25	49
65+	11	68	21	51
Household size				
1 person	11	69	25	48
2 persons	10	71	23	51
3 or more persons	10	73	27	49
Country of birth				
Nordic Region	11	71	25	49
Other (EU)	14	73	21	54
Other (non-EU)	7	68	32	50
Media used to stay informed				
Other	20	63	43	37
Press, including printed and online	9	75	23	54
Radio and/or podcasts	8	74	22	55
Social media	12	65	31	42
Television	12	69	25	44
Educational attainment				
No completed education	19	43	37	33
Other	12	67	26	46
Primary education	17	57	36	41
Secondary education	14	62	33	39
University	5	83	16	61
Employment status				
Employed, including self-employed	10	71	27	48
Other	12	67	28	41
Retired	12	68	21	52
Student	6	84	21	58
Unemployed	11	74	27	41
Carbon intensity of sector of employment				
Carbon-intensive industries	19	53	40	35
Other industries	8	75	21	53
Degree of urbanisation				
Cities	6	82	18	59

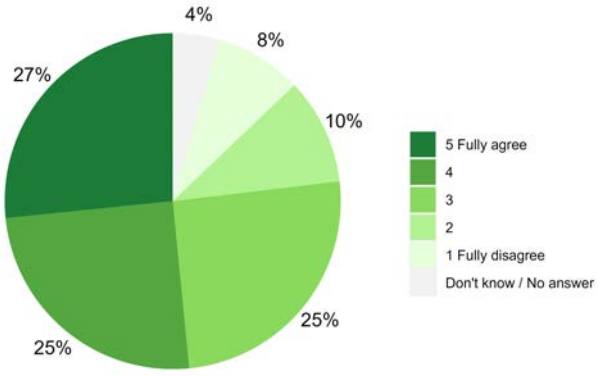
	Q1.1. Bottom box [1+2]	Q1.1. Top box [4+5]	Q1.2. Bottom box [1+2]	Q1.2. Top box [4+5]
Rural areas	15	62	33	39
Towns and suburbs	11	68	27	46
Type of house				
Apartment	8	77	21	55
House	12	68	28	45
Other	14	66	26	51
Fuels used at home				
District heating or cooling	8	76	21	55
Electricity	11	70	27	47
Fossil fuels	12	70	28	45
Other	9	74	22	51
Wood and pellets	15	63	32	41
Frequency of use of private motor vehicle				
0-2 days per week	8	80	16	61
3-4 days per week	8	75	21	51
5-7 days per week	14	62	35	37
Frequency of use of private non-motorised vehicles				
0-2 days per week	12	68	29	44
3-4 days per week	7	76	18	61
5-7 days per week	6	84	15	62
Frequency of use of public transport				
0-2 days per week	12	69	28	46
3-4 days per week	5	82	12	64
5-7 days per week	5	84	15	65
Main use of motor vehicle, if any				
Commercial vehicle (e.g., taxi, truck, etc.)	17	63	39	42
Commuting to work	13	66	34	39
Family use	12	69	28	46
Leisure and tourism	11	71	29	47
Other uses	17	63	33	42

More than half of respondents (52%) agree that taking action on climate change would be beneficial for the economy. Roughly one fourth of all respondents (27%) think that some jobs in their country or region might be at risk due to climate mitigation policies.

Q1.3 To what extent do you agree or disagree with the following statement: "Taking action on climate change would be beneficial for the economy in <country/region>".

The majority of respondents in the Nordic Region (52%) agree that taking action on climate change may be either beneficial or very beneficial for the economy in their country or region. Less than one fifth of respondents (18%) disagree with this statement, and 25% of respondents have a neutral opinion on the matter.

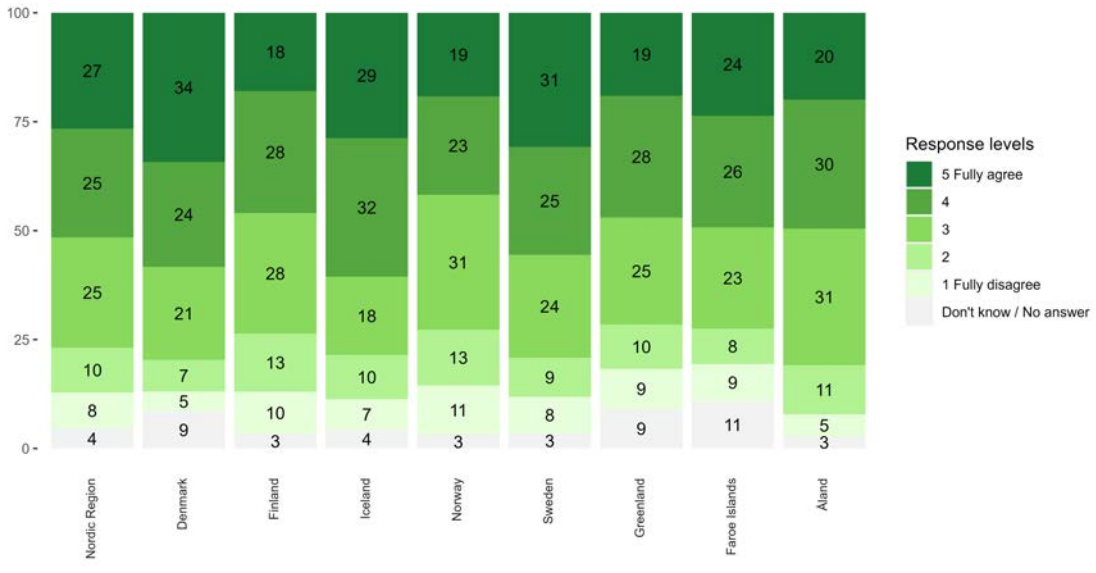
Q1.3 To what extent do you agree or disagree with the following statement: 'Taking action on climate change would be beneficial for the economy in <country/region>'



Fieldwork: October-November 2022

At country level, respondents in Iceland (61%), Denmark (58%) and Sweden (56%) are more likely to agree with the statement that climate policies would bring economic benefits for their national economies, with respondents from Norway (42%) and Finland (46%) being less likely to agree with the statement. However, less than one quarter of respondents in Norway (24%) and Finland (23%) and less than one fifth in the remaining countries and regions tend to either disagree or fully disagree with this statement.

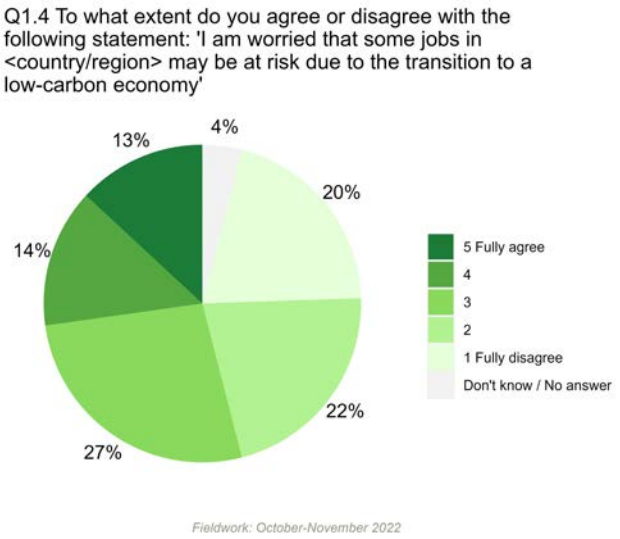
Q1.3 To what extent do you agree or disagree with the following statement: 'Taking action on climate change would be beneficial for the economy in <country/region>' (%)



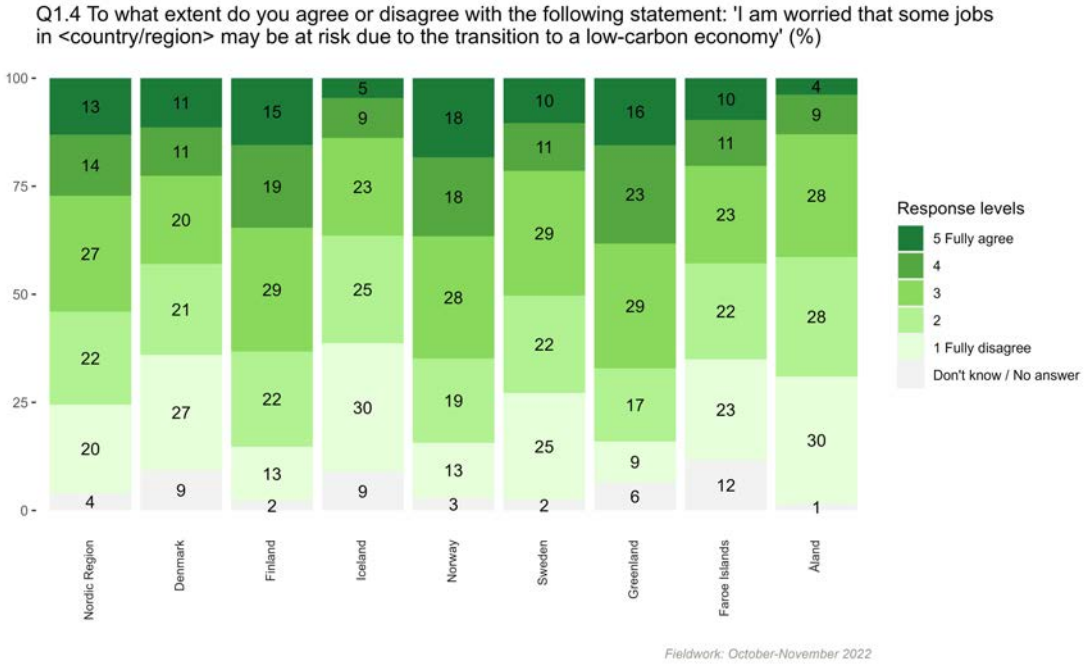
Fieldwork: October-November 2022

Q1.4 To what extent do you agree or disagree with the following statement: "I am worried that some jobs in <countries/region> may be at risk due to the transition to a low-carbon economy".

When asked about their concerns regarding the labour market in the green transition, around one in four (27%) respondents in the Nordic Region are worried or very worried about potential job losses due to the transition to a low-carbon economy in their countries or regions. The majority of respondents (42%) disagree with this statement, either partially or fully. Roughly one quarter of respondents (27%) had a neutral view on the topic.



At the national and regional level, the proportion of respondents that claim to be worried or very worried about the risk of potential job losses due to the transition to a low-carbon economy in their area is higher in Greenland (39%), Norway (36%) and Finland (34%) than in the other countries and regions, where the proportion remains under 25%. The countries and regions where respondents seem to be less concerned about employment risks related to the green transition are Åland (58%) and Iceland (55%).



Socio-demographic analysis

The socio-demographic analysis for the Nordic Region highlights that women, younger generations, people with higher levels of education, people in less carbon-intensive sectors, urban dwellers and people who have a lower reliance on motor vehicles are those more likely to agree that climate policies may bring economic benefits and are less concerned about potential job losses connected to climate policies:

- Women are more likely to agree with the statement that climate change policies would be beneficial for the economy in their countries and regions (56%) compared to men (47%). Women are also less likely to be concerned about potential job losses linked to climate policies than men (23% vs 31%).
- Younger generations are less likely to agree with the statement that taking action on climate change would be beneficial for the economy in their country or region. 22% of respondents between 18 and 29 years old and 20% of those between 30 and 49 disagree with this statement, either fully or partially, whereas only 14% of those older than 65 disagree. However, younger respondents are less worried about the risk of job losses in their countries or regions due to the transition to a low-carbon economy. 46% of those under 30 years old and 48% of those under 50 years old disagree with this statement, either totally or partially. By comparison, only 33% of respondents older than 65 do so.
- Respondents with primary or secondary educational attainment levels are more likely to disagree with the claim that climate policies are beneficial for the economy (24% in both cases) compared to those with a university degree (12%). Respondents with higher levels of education are also less concerned about potential job losses in a green transition (47%) compared to people with primary (31%) and secondary (37%) educational attainment.
- Respondents who are employed in carbon-intensive industries are more likely to disagree with the statement that taking action on climate change brings benefits to the economies in their countries and regions (31%). In contrast, only 15% of respondents employed in other industries disagree with this claim. Respondents occupied in carbon-intensive industries are more likely to be concerned about potential job losses connected to the transition to a low-carbon economy (37%), whereas less than one quarter (24%) of respondents in other sectors agree with this statement.
- Respondents living in large cities are more likely to agree with the statement that taking action on climate change would be beneficial for the local economy (59%) compared to those living in rural areas (43%). Urban dwellers are also less likely to be concerned about the potential employment effects of the green transition and climate policies (22%) compared to those living in rural areas (31%).
- Respondents living in apartments are more likely to agree that taking action on climate change would be beneficial for the economy in their countries or regions (55%) compared

to those living in houses (49%). Respondents living in apartments are also less likely to be worried about potential job losses caused by climate policies (25%) compared to those living in houses (29%).

- Respondents using cars and other motor vehicles on a daily basis (5 days per week or more) are less likely to agree with the statement that taking action on climate change would be beneficial for the local economy (43%) compared to respondents who use a car 2 days per week or less (59%) and those who use non-motorised vehicles (61%) or public transport (58%) on a daily or almost daily basis (5 days per week or more). Respondents who use motor vehicles very frequently (5 days per week or more) are more likely to be concerned about potential job losses connected to the green transition (33%), as opposed to those using non-motorised vehicles (20%) and public transport (21%).
- A smaller proportion of respondents who use cars or other motor vehicles for commercial or commuting purposes (44% and 45%, respectively) agree that taking action on climate change would be beneficial for the local economy compared to respondents who use motor vehicles mostly for leisure (52%).

	Q1.3. Bottom box [1+2]	Q1.3. Top box [4+5]	Q1.4. Bottom box [1+2]	Q1.4. Top box [4+5]
Total Nordic Region	19	52	42	27
Gender				
Female	11	56	43	23
Male	26	47	41	31
Other	44	32	32	46
Age group				
18-29	22	50	46	27
30-49	20	48	48	25
50-64	19	56	40	30
65+	14	53	33	27
Household size				
1 person	18	50	40	28
2 persons	17	55	39	28
3 or more persons	20	51	46	26
Country of birth				
Nordic Region	19	52	42	27
Other (EU)	12	45	35	32
Other (non-EU)	13	47	46	27
Media used to stay informed				
Other	29	39	48	28
Press, including printed and online	18	54	47	26
Radio and/or podcasts	15	56	39	25
Social media	24	44	41	30
Television	17	51	36	28
Educational attainment				
No completed education	23	46	33	27
Other	19	49	42	28
Primary education	24	46	31	31
Secondary education	24	44	37	31
University	12	60	49	23
Employment status				
Employed, including self-employed	21	50	45	27
Other	22	38	34	30
Retired	14	55	35	27
Student	18	55	46	27
Unemployed	14	57	44	32
Carbon intensity of sector of employment				
Carbon-intensive industries	31	41	34	37
Other industries	15	55	44	24
Degree of urbanisation				
Cities	13	59	49	22

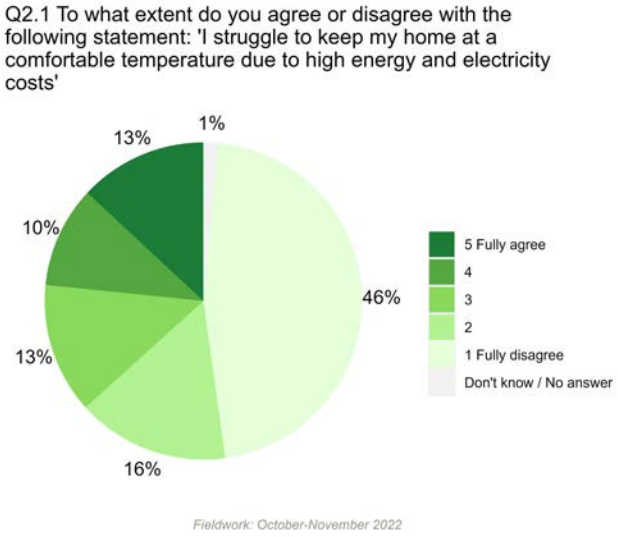
	Q1.3. Bottom box [1+2]	Q1.3. Top box [4+5]	Q1.4. Bottom box [1+2]	Q1.4. Top box [4+5]
Rural areas	24	43	37	31
Towns and suburbs	20	51	37	30
Type of house				
Apartment	15	55	46	25
House	22	49	40	29
Other	18	49	37	27
Fuels used at home				
District heating or cooling	14	58	46	24
Electricity	21	48	39	30
Fossil fuels	18	55	45	25
Other	17	54	42	25
Wood and pellets	27	43	35	34
Frequency of use of private motor vehicle				
0-2 days per week	11	59	47	22
3-4 days per week	16	56	39	26
5-7 days per week	26	43	38	32
Frequency of use of private non-motorised vehicles				
0-2 days per week	21	49	39	29
3-4 days per week	15	56	46	23
5-7 days per week	12	61	51	20
Frequency of use of public transport				
0-2 days per week	21	50	41	28
3-4 days per week	10	63	46	22
5-7 days per week	9	58	52	21
Main use of motor vehicle, if any				
Commercial vehicle (e.g., taxi, truck, etc.)	27	44	38	33
Commuting to work	25	45	40	31
Family use	21	51	40	28
Leisure and tourism	20	52	41	28
Other uses	32	38	39	35

4. Current effects of climate change mitigation policies on individuals and households

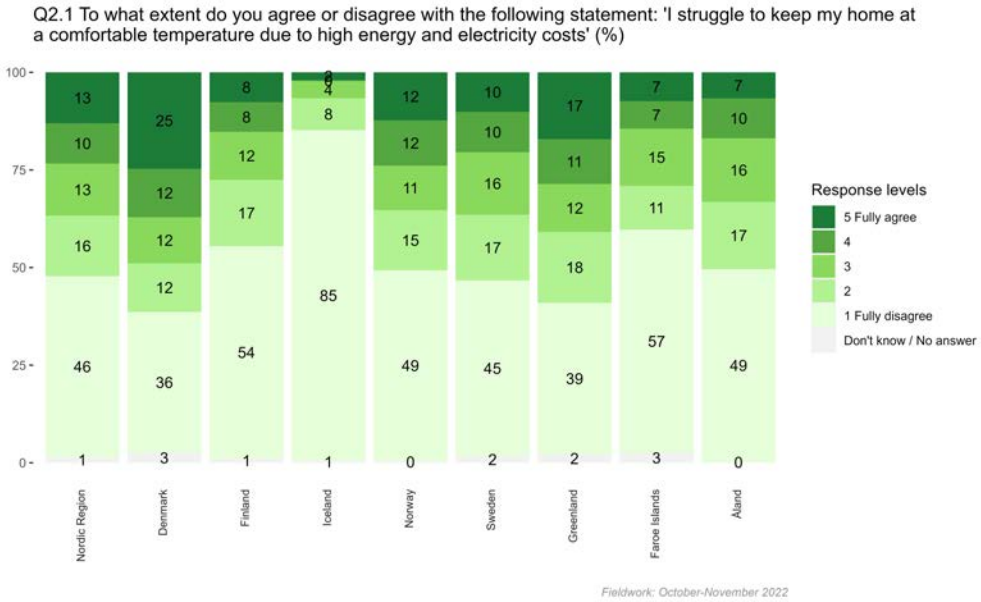
Almost one fourth of respondents (23%) state that high energy costs make it difficult to keep their homes at a comfortable temperature, whereas roughly three in ten (27%) report that high fuel costs have made them change their transportation routines.

Q2.1 To what extent do you agree or disagree with the following statement: "I struggle to keep my home at a comfortable temperature due to high energy and electricity costs".

Almost one fourth of respondents (23%) in the Nordic Region agree with the statement that they struggle to keep their home at a comfortable temperature due to high energy and electricity costs, with 13% stating that they fully agree. A majority of respondents (62%) disagree with the statement, with 46% stating that they fully disagree.

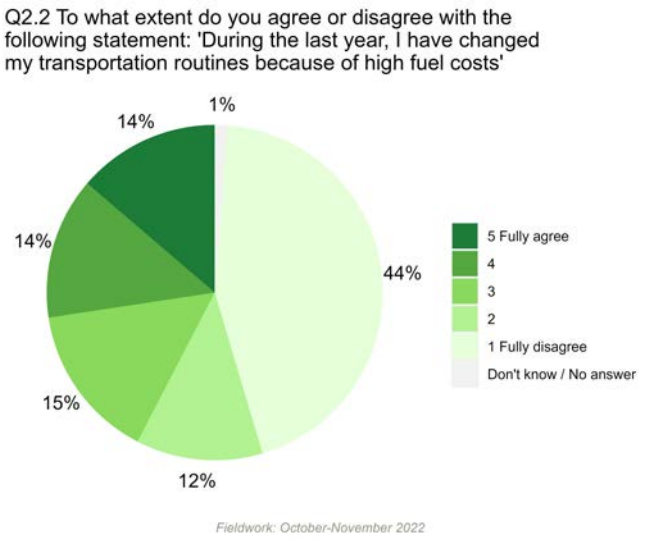


In each Nordic country and autonomous territory, only a minority of respondents report challenges in keeping their home at a comfortable temperature. Proportions, however, range from 2% in Iceland to 37% in Denmark. The proportion of respondents who disagree with the statement varies even more widely between 48% in Denmark and 93% in Iceland.

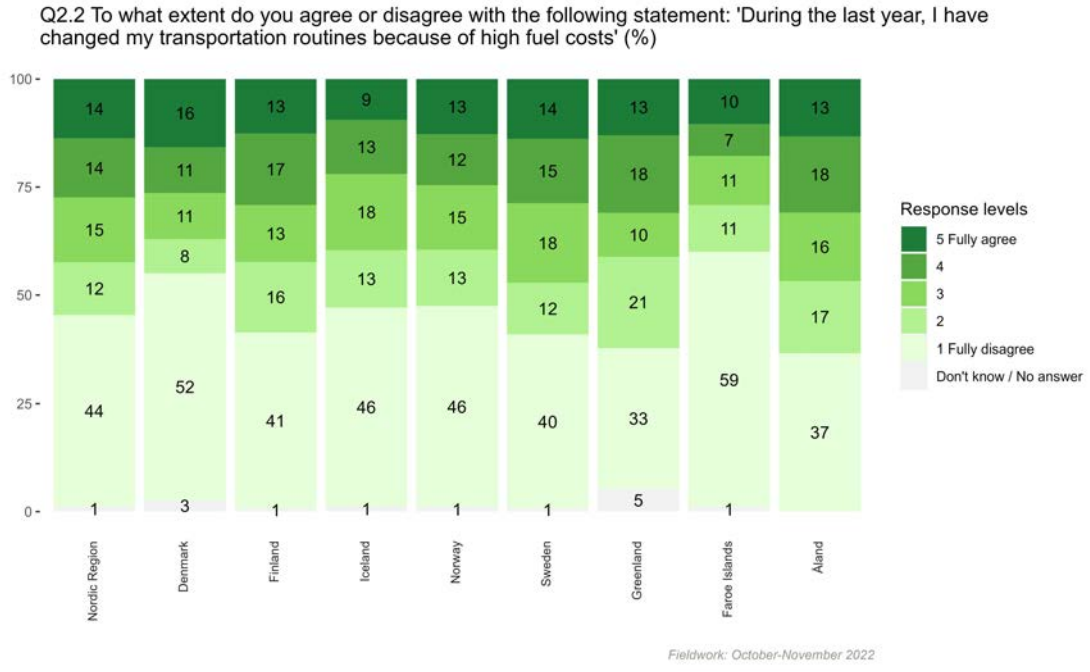


Q2.2 To what extent do you agree or disagree with the following statement: "During the last year, I have changed my transportation routines because of high fuel costs".

Around three in ten respondents (28%) state that they have changed their transportation routines due to high fuel costs during the last year, with 14% fully agreeing with this statement. On the other hand, more than half of all respondents (56%) state that they have not adjusted their transportation behaviours, with 44% fully disagreeing with the statement.



In each of the Nordic countries, more than half of respondents disagree or fully disagree with the statement that they have changed their transportation routines during the last year due to high fuel costs. In a comparison of the Nordic countries and regions, the Faroe Islands stand out as having the lowest share of respondents who report changes in their transportation behaviour (17%). Respondents in Greenland and Åland place themselves at the other end of the spectrum, with three in ten respondents (31%) stating that they have changed their transportation routines.



Socio-demographic analysis

A socio-demographic analysis for the Nordic Region shows several differences across population groups. Women and respondents who were born outside the EU, have lower levels of education, or who live in a house are more likely to report difficulties in keeping their home at a comfortable temperature. Respondents who use motorised vehicles such as cars regularly, but not daily, and mainly for family use are more likely to state that they have changed their transportation routines due to high fuel costs:

- Women (25%) are more likely than men (21%) to say that they face difficulties in keeping their home at a comfortable temperature.
- Differences can also be observed by country of birth: respondents who were born outside the European Union (non-EU) but live in one of the Nordic countries are more likely to report difficulties in keeping their home at a comfortable temperature (37%) than other groups. Respondents who were born in the Nordic Region are the least likely of all groups to state that they experience such difficulties (23%).
- The higher their level of education, the less likely respondents are to report difficulties in keeping their home at a pleasant temperature. For example, 19% of respondents with a university degree state they experience such difficulties compared to 30% of respondents with primary education and 58% of respondents without completed education. This is probably related to the different income levels of these groups.
- Living conditions also affect peoples' ability to keep their home at a comfortable temperature: respondents who live in a house are more likely to report struggles (27%) than respondents who live in an apartment (18%), and those using fossil fuels (44%), electricity (26%) or wood and pellets (26%) are more likely to experience challenges in keeping their home at a comfortable temperature than those using district heating (18%).
- Incidentally, respondents who live in towns and suburbs are also more likely to have changed their transportation routines due to high fuel costs (32%) compared to those who live in a city (23%).
- Both respondents who never or rarely (0-2 times per week) use private motor vehicles such as cars and those who use them frequently or daily (5-7 times per week) are more likely to state that they have maintained their transportation routines during the last year despite high fuel costs (60% and 58%, respectively) than respondents who use motor vehicles three or four days per week (44%).
- Respondents who use motor vehicles, such as a car, mainly for commercial purposes or commuting to work are more likely to report that they have maintained their transportation routines despite high fuel costs (61% and 56%, respectively) than respondents who use their motor vehicle mostly for family use (52%).

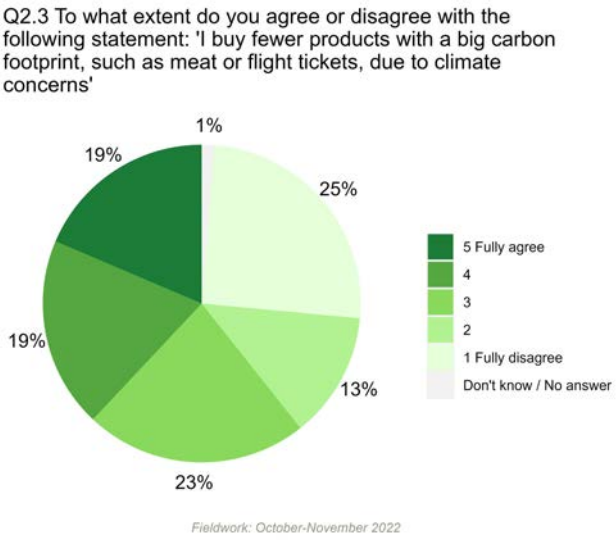
	Q2.1. Bottom box [1+2]	Q2.1. Top box [4+5]	Q2.2. Bottom box [1+2]	Q2.2. Top box [4+5]
Total Nordic Region	62	23	56	27
Gender				
Female	60	25	56	27
Male	64	21	57	27
Other	24	60	60	31
Age group				
18-29	62	25	58	28
30-49	64	22	59	26
50-64	60	25	56	27
65+	61	22	53	30
Household size				
1 person	64	23	60	26
2 persons	61	23	56	27
3 or more persons	61	24	54	29
Country of birth				
Nordic Region	63	23	57	27
Other (EU)	51	32	45	45
Other (non-EU)	49	37	51	35
Media used to stay informed				
Other	57	27	59	21
Press, including printed and online	67	19	58	26
Radio and/or podcasts	65	21	58	25
Social media	54	32	54	31
Television	58	26	54	29
Educational attainment				
No completed education	37	58	51	34
Other	60	25	57	27
Primary education	51	30	50	31
Secondary education	59	26	57	28
University	67	19	57	26
Employment status				
Employed, including self-employed	64	22	58	26
Other	52	28	52	33
Retired	60	23	53	29
Student	59	27	59	26
Unemployed	59	29	45	39
Carbon intensity of sector of employment				
Carbon-intensive industries	62	24	56	29
Other industries	63	22	56	27
Degree of urbanisation				
Cities	66	19	62	23

	Q2.1. Bottom box [1+2]	Q2.1. Top box [4+5]	Q2.2. Bottom box [1+2]	Q2.2. Top box [4+5]
Rural areas	61	25	55	29
Towns and suburbs	58	26	50	32
Type of house				
Apartment	68	18	60	25
House	57	27	53	29
Other	60	24	56	27
Fuels used at home				
District heating or cooling	68	18	57	27
Electricity	58	26	55	28
Fossil fuels	43	44	59	25
Other	61	22	52	29
Wood and pellets	60	26	53	31
Frequency of use of private motor vehicle				
0-2 days per week	65	21	60	26
3-4 days per week	61	21	44	34
5-7 days per week	60	27	58	26
Frequency of use of private non-motorised vehicles				
0-2 days per week	62	24	57	27
3-4 days per week	60	22	49	33
5-7 days per week	64	22	60	26
Frequency of use of public transport				
0-2 days per week	62	24	56	28
3-4 days per week	57	24	58	30
5-7 days per week	67	20	64	23
Main use of motor vehicle, if any				
Commercial vehicle (e.g., taxi, truck, etc.)	59	27	61	24
Commuting to work	60	26	56	28
Family use	61	24	52	30
Leisure and tourism	64	22	54	28
Other uses	55	30	48	31

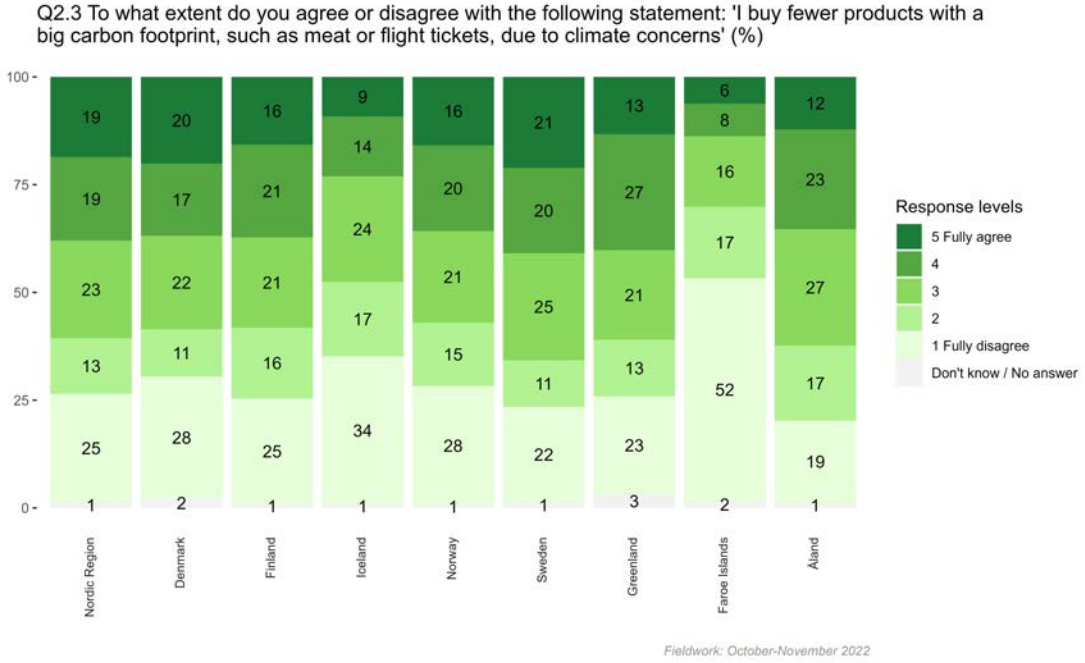
Roughly four in ten (38%) respondents say they consume fewer products with a big carbon footprint, even though only one in fifteen (6%) are concerned about other people's opinions regarding their climate behaviour.

Q2.3 To what extent do you agree or disagree with the following statement: "I buy fewer products with a big carbon footprint, such as meat or flight tickets, due to climate concerns".

Almost four in ten respondents in the Nordic Region (38%) report that they consume fewer products with a big carbon footprint, with 19% fully agreeing with this statement. A similar proportion of respondents (38%) disagrees with the statement that they buy fewer products with a big carbon footprint. However, one in four (25%) fully disagrees with the statement.

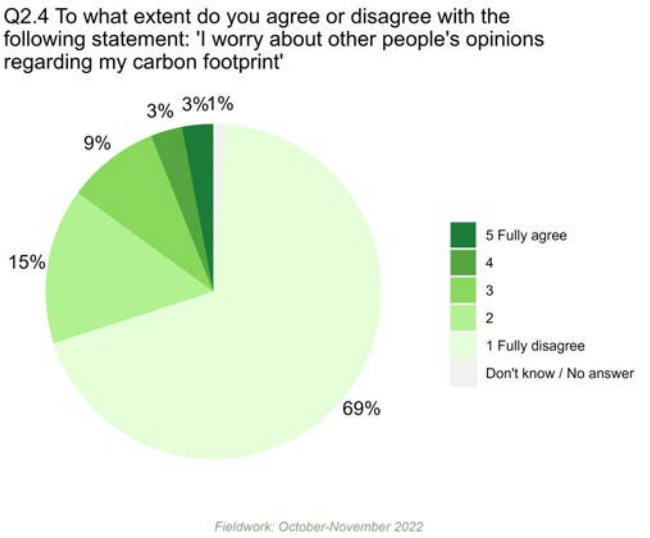


Across the Nordic Region, the proportion of respondents who report that they consume fewer climate-harming products ranges from 14% in the Faroe Islands to 41% in Sweden. Conversely, at least three in ten in each country disagree with the statement that they buy fewer products with a big carbon footprint. In this case, proportions range from 33% in Sweden to 69% in the Faroe Islands.

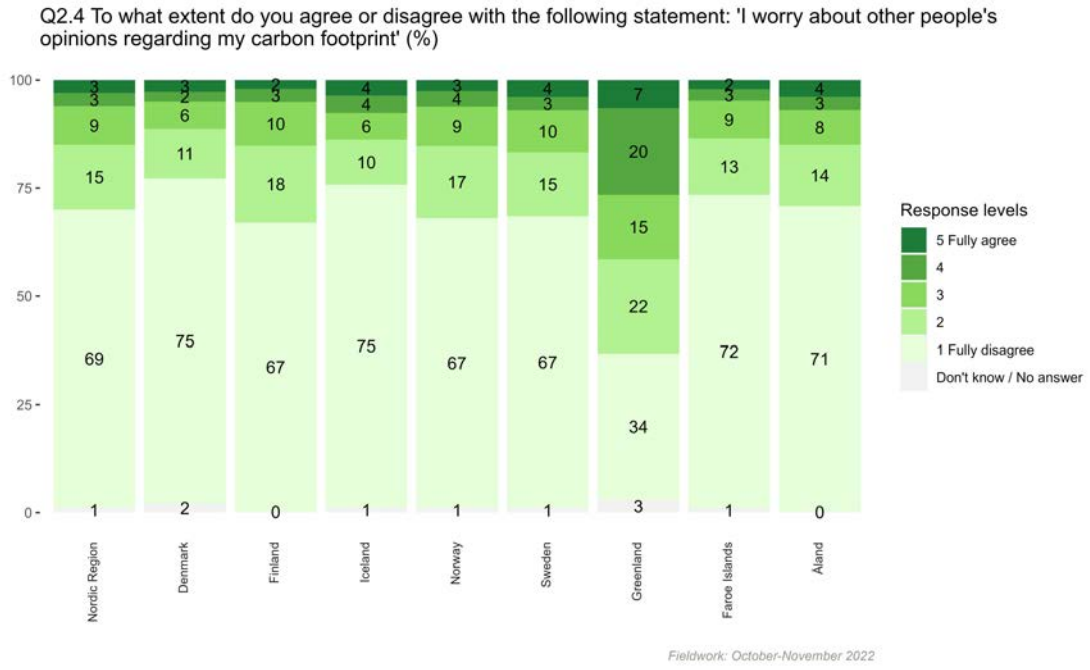


Q2.4 To what extent do you agree or disagree with the following statement: "I worry about other people's opinions regarding my carbon footprint".

When asked whether they worry about other people's opinions regarding their carbon footprint, only one in fifteen (6%) respondents agree with this statement, with 3% fully agreeing. A large majority, more than eight in ten (84%) disagree with the statement, with almost seven in ten (69%) fully disagreeing.



In almost all the Nordic countries and regions, less than one in ten respondents say they worry about other people's opinions regarding their carbon footprint. The proportions range from 5% in Denmark, Finland, and the Faroe Islands to 8% in Iceland. Greenland is the only exception, where 27% agree with the statement.



Socio-demographic analysis

A socio-demographic analysis at the Nordic level shows differences in gender, country of birth, education, sector of employment, area of residence and car use. Men as well as respondents who work in carbon-heavy industries, live in rural areas or are frequent car drivers are less likely to report that they have changed their consumption behaviour. Respondents who were born outside the Nordic Region or have lower levels of education are more likely to worry about other people's opinions regarding their carbon footprint:

- Women are more likely than men to state that they have changed their consumption behaviour due to climate concerns (48% compared to 28%).
- Respondents who were born abroad, either in the EU or outside the EU, are more likely to express a fear of being judged by other people for their carbon footprint (13% and 14%, respectively) than people born in the Nordic Region (6%).
- The higher the respondents' level of education, the less likely they are to worry about other people's opinions regarding their carbon footprint. For instance, 20% of respondents with no completed education agree with the statement compared to 5% of respondents with a university degree.
- Respondents who work in carbon-heavy industries are less likely to report changes in their consumption behaviour due to climate concerns (25%) than people working in other industries (42%).
- Respondents living in cities more frequently answer that they buy fewer products with a big carbon footprint (44%) than respondents who live in rural areas (33%).
- The more frequently respondents use private motor vehicles such as cars, the less likely they are to have changed their consumption behaviour due to climate concerns. For instance, 28% of those who use a motor vehicle five to seven days per week report changes in consumption behaviours compared to 47% of respondents who rarely or never use them (0-2 days per week).

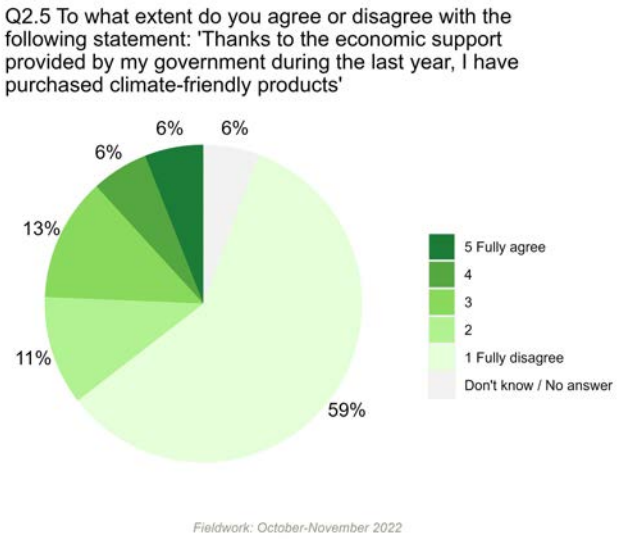
	Q2.3. Bottom box [1+2]	Q2.3. Top box [4+5]	Q2.4. Bottom box [1+2]	Q2.4. Top box [4+5]
Total Nordic Region	38	38	84	6
Gender				
Female	28	48	83	6
Male	48	28	85	6
Other	46	31	77	NA
Age group				
18-29	37	39	82	7
30-49	40	38	88	4
50-64	38	35	84	6
65+	36	40	80	8
Household size				
1 person	39	37	83	6
2 persons	36	40	84	6
3 or more persons	40	37	86	5
Country of birth				
Nordic Region	38	38	85	6
Other (EU)	34	44	70	13
Other (non-EU)	39	33	72	14
Media used to stay informed				
Other	41	36	90	6
Press, including printed and online	35	42	86	5
Radio and/or podcasts	36	41	82	7
Social media	46	31	83	7
Television	38	36	81	6
Educational attainment				
No completed education	42	30	69	20
Other	37	37	82	7
Primary education	45	34	75	11
Secondary education	46	31	85	6
University	29	46	85	5
Employment status				
Employed, including self-employed	40	37	86	5
Other	42	35	80	7
Retired	36	39	80	9
Student	31	44	83	6
Unemployed	36	36	87	5
Carbon intensity of sector of employment				
Carbon-intensive industries	53	25	83	6
Other industries	34	42	84	6
Degree of urbanisation				
Cities	31	44	84	6

	Q2.3. Bottom box [1+2]	Q2.3. Top box [4+5]	Q2.4. Bottom box [1+2]	Q2.4. Top box [4+5]
Rural areas	46	33	86	5
Towns and suburbs	39	36	83	7
Type of house				
Apartment	33	42	83	7
House	42	35	84	5
Other	35	38	82	6
Fuels used at home				
District heating or cooling	35	40	83	7
Electricity	38	37	84	6
Fossil fuels	46	35	85	6
Other	36	42	84	5
Wood and pellets	43	34	84	6
Frequency of use of private motor vehicle				
0-2 days per week	29	47	83	6
3-4 days per week	32	43	84	6
5-7 days per week	49	28	85	6
Frequency of use of private non-motorised vehicles				
0-2 days per week	42	34	84	6
3-4 days per week	30	45	81	7
5-7 days per week	26	51	86	5
Frequency of use of public transport				
0-2 days per week	40	36	85	6
3-4 days per week	28	47	80	7
5-7 days per week	29	48	82	7
Main use of motor vehicle, if any				
Commercial vehicle (e.g., taxi, truck, etc.)	50	32	85	8
Commuting to work	45	31	87	5
Family use	40	36	84	6
Leisure and tourism	39	37	85	6
Other uses	48	32	83	9

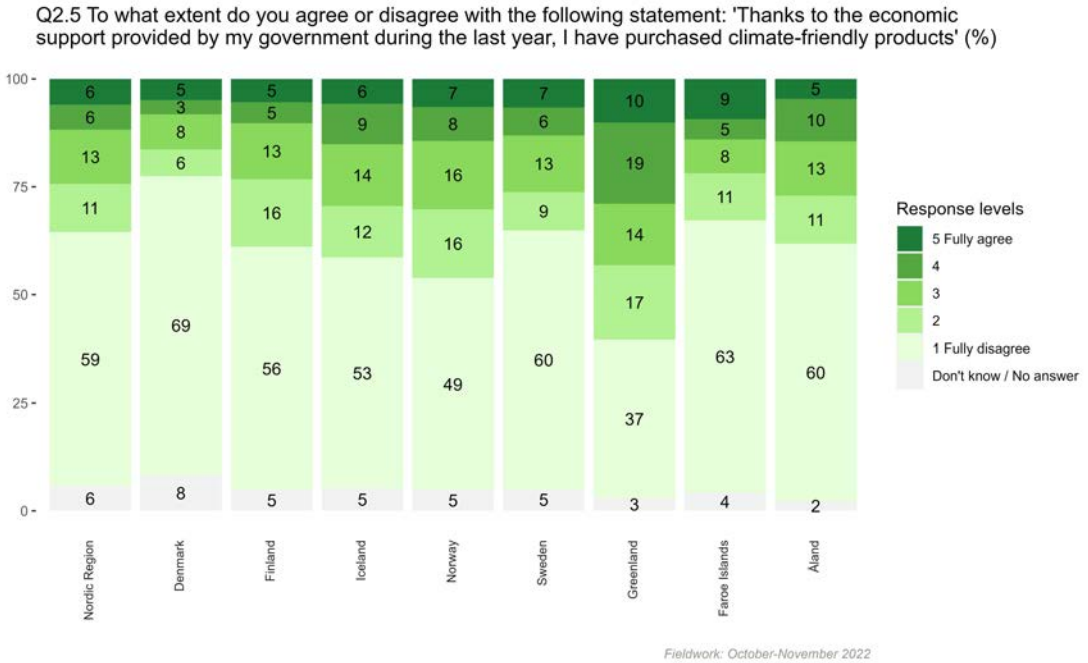
Roughly one in ten respondents (12%) agree that government support has been an important incentive to purchase climate-friendly products, whereas a smaller proportion (8%) state that they have benefited from economic incentives to improve the energy efficiency of their home.

Q2.5 To what extent do you agree or disagree with the following statement: "Thanks to the economic support provided by my government during the last year, I have purchased climate-friendly products".

Around one in ten respondents in the Nordic Region (12%) state that they have purchased climate-friendly products thanks to economic support provided by the government. A large majority, seven in ten respondents (70%), disagrees, with 59% answering that they fully disagree.

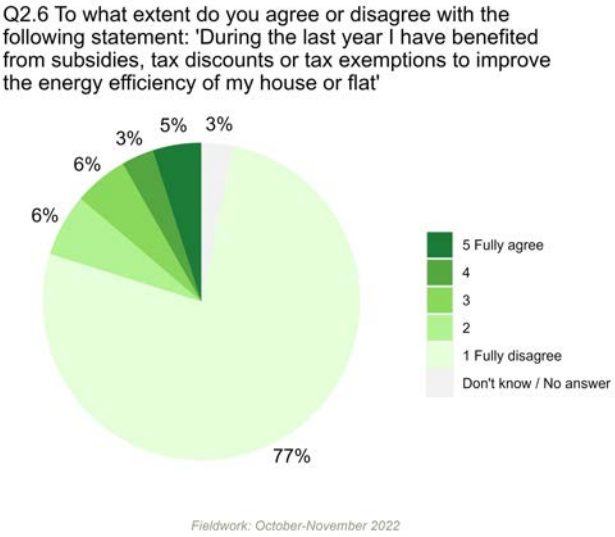


In a Nordic comparison, the proportion of respondents who state that they bought climate-friendly products with economic support from the government is highest in Greenland. Almost three in ten (29%) agree with the statement, with 10% "fully agreeing". At the opposite end of the spectrum, less than one in ten (8%) respondents in Denmark state that they have bought climate-friendly products with government support.

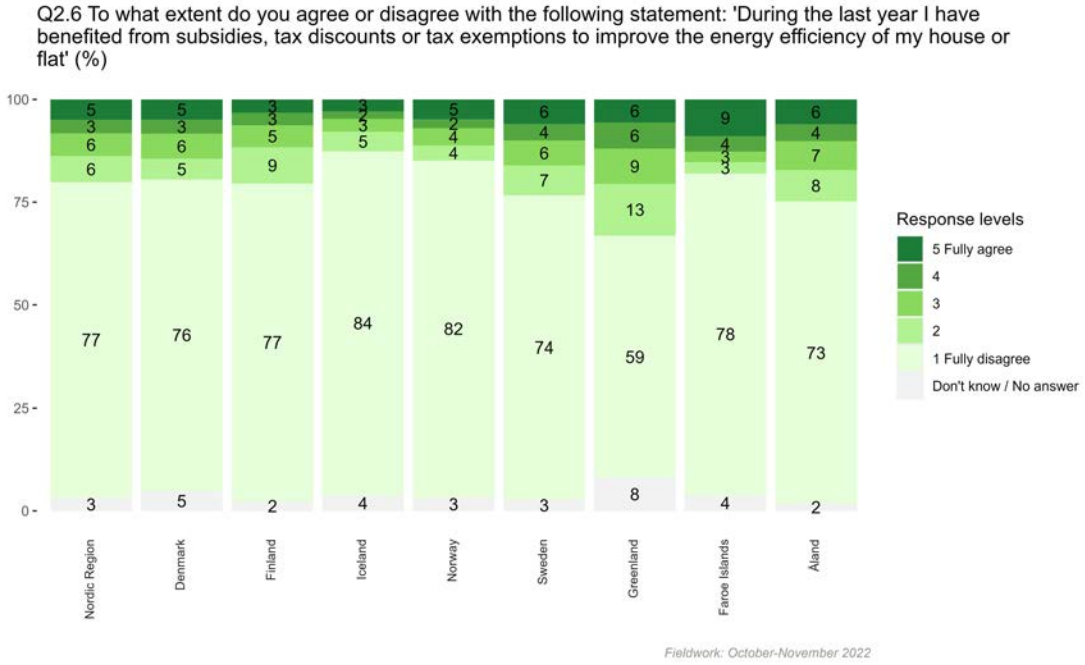


Q2.6 To what extent do you agree or disagree with the following statement: "During the last year I have benefited from subsidies, discounts or tax exemptions to improve the energy efficiency of my house or flat".

Less than one in ten respondents (8%) agree with the statement that they have used subsidies, discounts or tax exemptions during the last year to improve the energy efficiency of their house or flat. More than eight in ten (83%) disagree with the statement, with 77% fully disagreeing.



In almost all Nordic countries, only one in ten or less state that they have benefited from subsidies, discounts or tax exemptions to increase the energy efficiency of their homes during the last year. The proportions range from 5% in Iceland to 10% in Åland and Sweden. The proportion of respondents who have benefited from financial support are slightly higher only in Greenland (12%) and the Faroe Islands (13%).



Socio-demographic analysis

The socio-demographic analysis at Nordic level shows marked differences in the extent to which population groups use government support, subsidies, tax exemptions or tax discounts to buy climate-friendly products or increase the energy efficiency of their homes. Women, respondents living in towns and suburbs or in a house are more likely to have bought climate-friendly products with government support during the last year. Respondents who are older, were born abroad in an EU member state, are part of a larger household, live in a house or use fossil fuel, wood or pellets at home are more likely to have improved the energy efficiency of their dwellings:

- The older respondents are, the more likely they are to say they have benefited from subsidies, tax discounts or tax exemptions to improve the energy efficiency of their home during the last year. For instance, 12% of respondents aged 65 or older state that they have benefited from such support compared to 7% of respondents aged between 30 and 49.
- Respondents who are part of larger households are more likely to have benefited from subsidies, tax discounts or tax exemptions to improve the energy efficiency of their house or apartment. For example, 10% of respondents living in a household with three or more persons agree with the statement compared to 6% of respondents who live alone (one-person households).
- Respondents who were born in an EU member state outside the Nordic Region are more likely to have improved the energy efficiency of their home thanks to subsidies, tax discounts or tax exemptions (21%) than respondents born in the Nordic Region (8%) or outside the EU (7%).
- Respondents living in towns and suburbs are more likely than other groups to agree with both statements. For example, 14% of respondents living in towns and suburbs state that they have bought climate-friendly products with government support compared to 10% of respondents living in cities.
- Respondents living in a house are more likely to have benefited from subsidies, tax discounts or tax exemptions to improve the energy efficiency of their home (10%) than respondents living in an apartment (6%) or other type of accommodation (8%).
- Respondents who heat their homes with fossil fuels or wood and pellets are more likely to have improved the energy efficiency of their home with subsidies, tax discounts or tax exemptions (11% and 10%, respectively) than respondents using district heating or cooling (6%).

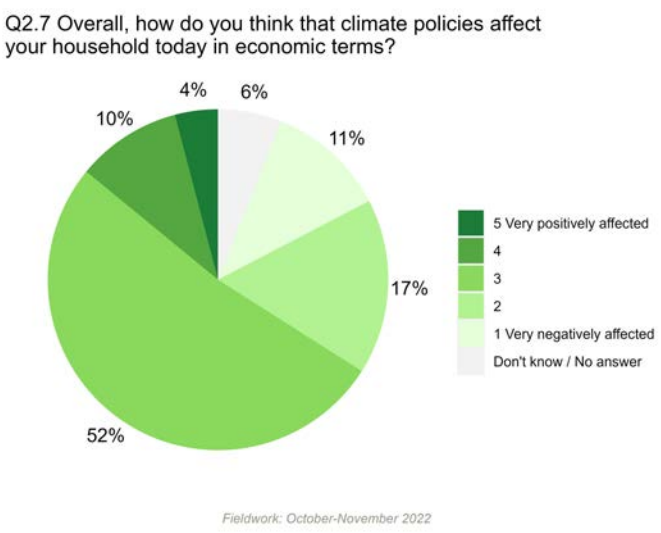
	Q2.5. Bottom box [1+2]	Q2.5. Top box [4+5]	Q2.6. Bottom box [1+2]	Q2.6. Top box [4+5]
Total Nordic Region	70	12	83	8
Gender				
Female	66	13	83	8
Male	74	11	84	8
Other	84	NA	76	16
Age group				
18-29	70	10	80	6
30-49	76	9	86	7
50-64	70	12	87	8
65+	62	16	78	12
Household size				
1 person	67	12	85	6
2 persons	69	12	83	9
3 or more persons	73	11	82	10
Country of birth				
Nordic Region	70	12	84	8
Other (EU)	62	17	66	21
Other (non-EU)	65	11	79	7
Media used to stay informed				
Other	76	9	83	9
Press, including printed and online	71	11	86	8
Radio and/or podcasts	69	11	83	7
Social media	68	12	78	9
Television	69	13	82	9
Educational attainment				
No completed education	73	12	74	6
Other	69	11	83	9
Primary education	60	14	75	10
Secondary education	73	10	84	8
University	69	13	84	9
Employment status				
Employed, including self-employed	74	10	85	7
Other	68	8	83	4
Retired	62	17	78	13
Student	70	10	83	3
Unemployed	65	13	84	5
Carbon intensity of sector of employment				
Carbon-intensive industries	76	12	85	10
Other industries	69	12	83	8
Degree of urbanisation				
Cities	70	10	84	7
Rural areas	70	11	83	7
Towns and suburbs	69	14	82	11

	Q2.5. Bottom box [1+2]	Q2.5. Top box [4+5]	Q2.6. Bottom box [1+2]	Q2.6. Top box [4+5]
Type of house				
Apartment	68	11	85	6
House	71	13	82	10
Other	71	8	86	8
Fuels used at home				
District heating or cooling	70	10	84	6
Electricity	69	14	84	9
Fossil fuels	74	9	78	11
Other	70	13	79	11
Wood and pellets	72	13	83	10
Frequency of use of private motor vehicle				
0-2 days per week	67	12	82	8
3-4 days per week	69	12	81	11
5-7 days per week	74	11	85	8
Frequency of use of private non-motorised vehicles				
0-2 days per week	70	12	84	8
3-4 days per week	67	14	80	11
5-7 days per week	73	10	83	8
Frequency of use of public transport				
0-2 days per week	71	11	84	9
3-4 days per week	66	14	83	8
5-7 days per week	65	11	80	6
Main use of motor vehicle, if any				
Commercial vehicle (e.g., taxi, truck, etc.)	73	11	84	10
Commuting to work	75	10	85	8
Family use	71	13	83	9
Leisure and tourism	72	12	84	8
Other uses	72	9	84	9

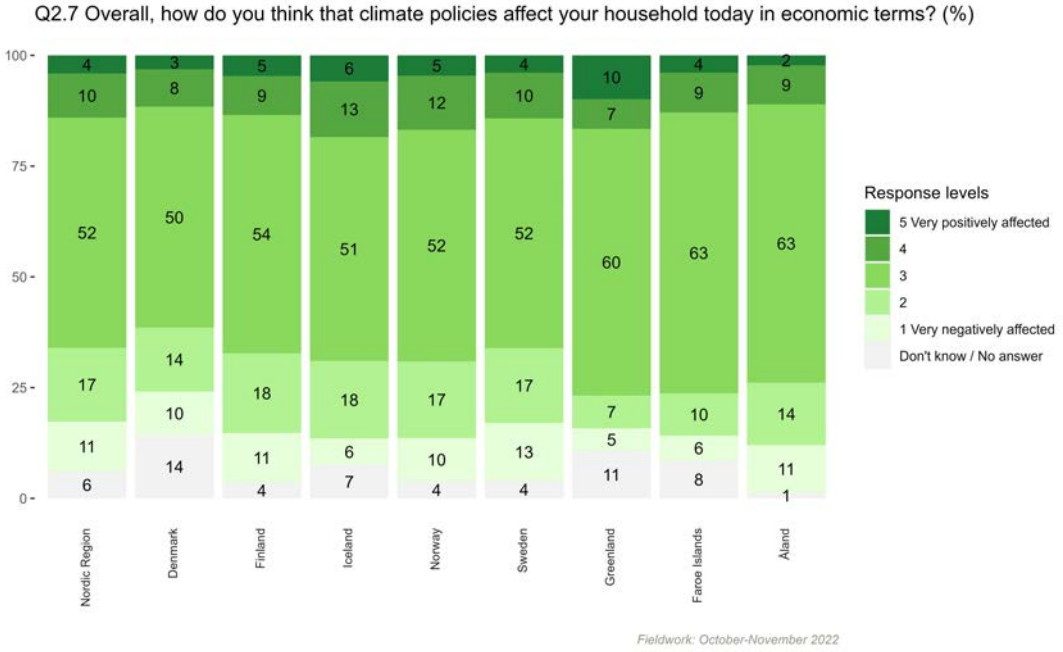
The majority of the Nordic population (52%) states that climate policies have a neutral effect on their household economies. Twice as many respondents agree that climate policies affect their domestic economies negatively (28%) as those who report a beneficial impact of climate policies on their household economy (14%).

Q2.7 Overall, how do you think that climate policies affect your household today in economic terms?

A majority of respondents in the Nordic Region (52%) respond that climate policies currently have no or a neutral effect on their household economy. Almost three in ten (28%) report negative impacts, with 11% stating that their household economy is very negatively affected. Conversely, 14% of respondents state that climate policies have a positive impact on their household economy, with 4% reporting very positive impacts. A small group of respondents (6%) are not sure about the impact of climate policies on their household finances or do not want to provide an answer.



In the Nordic Region, the proportion of respondents who say that climate policies have a positive impact on their household economy ranges between one in ten (11%) in Åland and Denmark, and two in ten (19%) in Iceland. The proportion of respondents who say climate policies have a negative or very negative impact is highest in Sweden (30%) and lowest in Greenland (12%).



Socio-demographic analysis

At the Nordic level, a socio-demographic analysis reveals various differences in how respondents experience the impact of climate policies on their household economy. Respondents who are male, live in rural areas, work in carbon-intensive sectors, are frequent car drivers or primarily use social media to stay informed are more likely to state that climate policies have a negative impact on their household economy. With increasing age, respondents are more likely to answer that climate policies have a positive impact on their household finances:

- Men are more likely than women to respond that climate policies affect their household in a negative or very negative way (33% compared to 22%).
- The older respondents are, the more likely they are to experience the impact of climate policies on their household economy as positive or very positive. For instance, 20% of respondents aged 65 or older state that climate policies have a positive or very positive impact as compared to 11% among respondents who are 18 to 29 and 30 to 49 years.
- Respondents who primarily use social media to stay informed about current news and events are more likely to report negative or very negative effects of climate policies on their household economy (33%) than respondents who primarily use the press (25%) or radio and/or podcasts (26%).
- Respondents who work in carbon-intensive industries (38%) are more likely to state that climate policies affect their household economy negatively or very negatively than those working in other industries (25%).
- Respondents who live in rural areas are more likely to state that their household is negatively, or very negatively, affected by climate policies (33%) than respondents living in cities (22%).
- Respondents who use a private motor vehicle very frequently (5-7 days per week) are more likely to state that climate policies have a negative or very negative impact on their household finances (38%) than respondents who use private motor vehicles 2 days per week or less (20%). Respondents who use public transport 5 days per week or more are less likely to report negative impacts than those who use public transport 2 days per week or less (19% versus 30%).

Overall, how do you think that climate policies affect your household today in economic terms?	1 very negatively affected	2	3	4	5 very positively affected	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Total Nordic Region	11	17	52	10	4	6	28	14
Gender								
Female	8	14	55	10	4	9	22	14
Male	14	19	49	10	4	4	33	14
Other	30	8	38	16	8	NA	38	24
Age group								
18-29	8	19	54	8	2	9	27	11
30-49	13	17	53	7	3	6	30	11
50-64	12	17	51	11	5	5	29	16
65+	10	14	51	14	6	5	24	20
Household size								
1 person	13	14	52	11	4	6	27	15
2 persons	9	18	53	11	4	6	27	15
3 or more persons	12	18	52	8	4	5	30	12
Country of birth								
Nordic Region	11	17	52	10	4	6	28	14
Other (EU)	11	22	44	15	4	3	33	19
Other (non-EU)	14	15	47	12	5	7	29	17
Media used to stay informed								
Television	12	16	50	12	4	5	28	16
Radio and/or podcasts	10	17	54	10	4	5	26	14
Press, including printed and online	9	16	56	9	5	6	25	14
Social media	14	19	45	9	3	9	33	12
Other	19	17	41	10	4	8	36	15
Educational attainment								
Primary education	15	12	46	10	9	7	28	19
Secondary education	14	20	47	9	4	6	34	13
University	7	15	58	11	3	6	23	14
No completed education	23	25	39	5	5	4	48	9
Other	12	13	51	12	4	8	25	15
Employment status								
Employed, including self-employed	12	18	52	8	4	6	30	12
Unemployed	12	9	48	12	7	10	22	20
Student	6	17	59	10	1	7	23	10
Retired	10	14	50	15	5	5	24	20
Other	12	17	46	5	5	15	29	10
Carbon intensity of sector of employment								
Carbon-intensive industries	19	19	44	11	4	4	38	14
Other industries	9	16	54	10	4	6	25	15
Degree of urbanisation								
Cities	8	15	57	10	4	6	22	14
Towns and suburbs	12	16	49	12	4	6	29	16

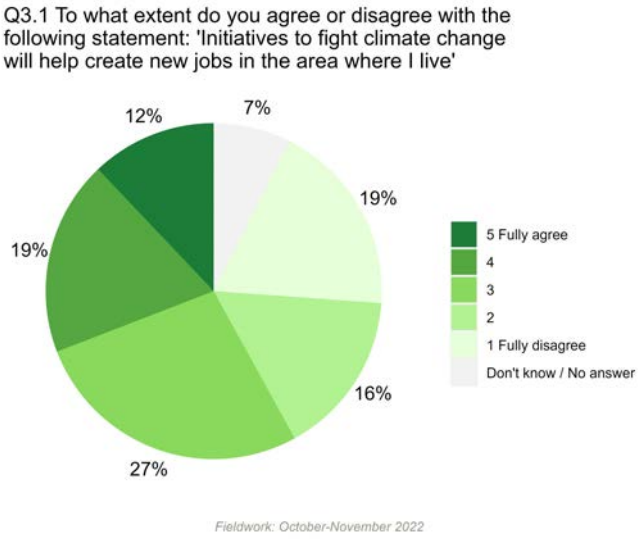
Overall, how do you think that climate policies affect your household today in economic terms?	1 very negatively affected	2	3	4	5 very positively affected	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Rural areas	13	19	49	8	4	6	33	12
Type of house								
House	13	18	49	10	4	6	31	14
Apartment	9	15	56	10	5	6	23	15
Other	11	17	49	11	4	8	28	15
Fuels used at home								
District heating or cooling	9	15	55	11	4	7	24	14
Electricity	12	18	51	11	3	4	31	14
Wood and pellets	15	19	47	10	4	4	35	14
Fossil fuels	12	16	49	8	5	11	27	13
Other	12	17	51	11	5	4	29	16
Frequency of use of private motor vehicle								
0-2 days per week	7	13	58	10	5	7	20	15
3-4 days per week	7	16	55	12	4	6	22	17
5-7 days per week	17	21	45	9	3	5	38	12
Frequency of use of private non-motorised vehicles								
0-2 days per week	13	17	50	10	4	6	30	14
3-4 days per week	7	16	56	9	4	7	23	14
5-7 days per week	7	14	58	10	4	6	21	15
Frequency of use of public transport								
0-2 days per week	13	17	51	10	4	6	30	14
3-4 days per week	5	14	58	13	4	6	19	17
5-7 days per week	5	14	59	8	5	8	19	14
Main use of motor vehicle, if any								
Commercial vehicle (e.g., taxi, truck, etc.)	19	16	45	11	4	4	36	15
Commuting to work	16	20	48	8	3	5	36	11
Family use	12	17	51	10	4	5	30	14
Leisure and tourism	13	18	50	11	4	4	31	14
Other uses	24	16	46	7	5	2	40	12

5. Future impacts of climate policies and the green transition on various dimensions of individuals and households

Looking ahead, one third of respondents (31%) agree that climate policies will help create jobs in the local economy, but a similar proportion (34%) think the climate transition will not necessarily improve working conditions.

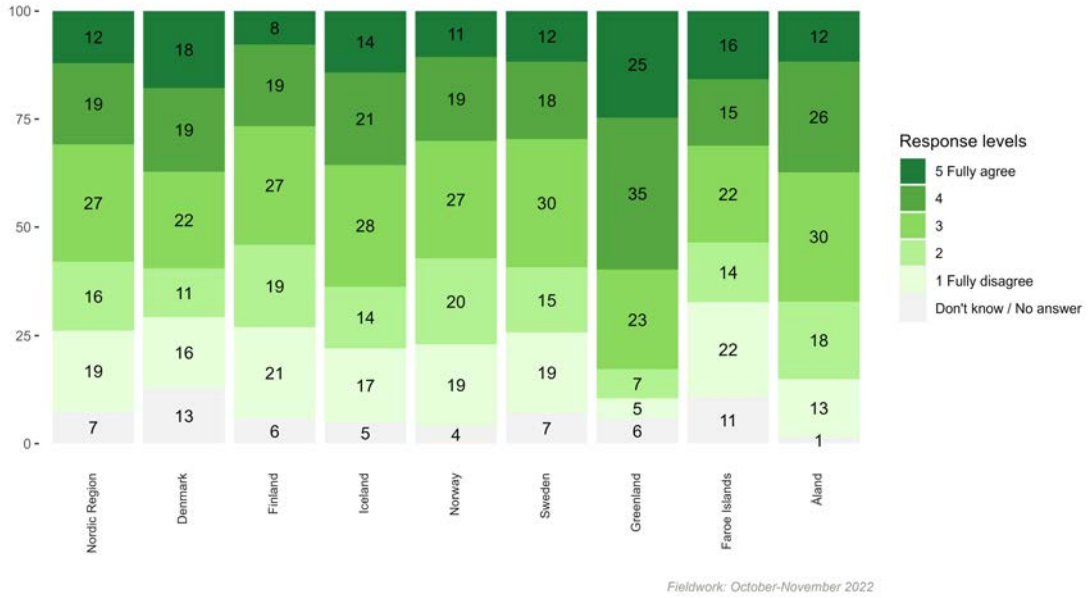
Q3.1 To what extent do you agree or disagree with the following statement: "Initiatives to fight climate change will help create new jobs in the area where I live".

In the Nordic Region, around three in ten respondents (31%) think that initiatives to mitigate climate change will help to create new jobs in the area where they live. Around one in eight (12%) fully agree with this statement. An even larger group (35%), however, disagree with the statement that jobs will be created thanks to climate initiatives. Around one in five respondents (19%) fully disagree with the statement. A small group of respondents (7%) state that they do not know or do not express an opinion about the impact of climate initiatives on job creation.



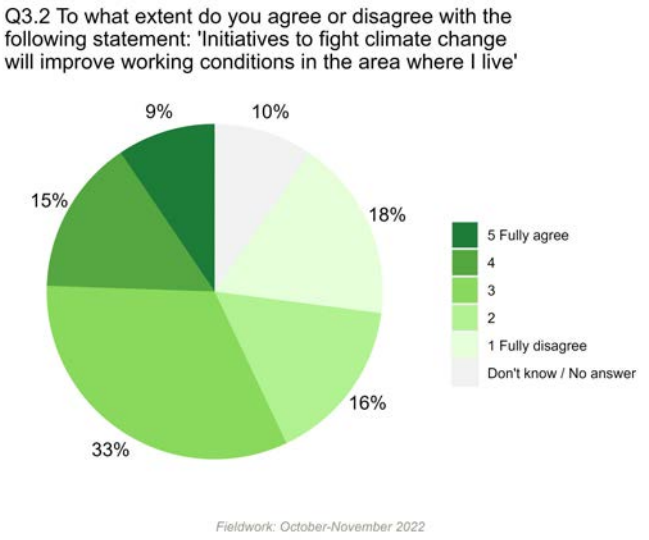
A comparison of the Nordic countries and regions reveals that the proportion of respondents who expect job creation thanks to climate initiatives is largest in Greenland and Denmark. A full 60% of respondents in Greenland and 37% of respondents in Denmark agree or fully agree with the statement that climate initiatives will contribute to create new jobs in the area where they live. At the opposite end of the spectrum lies Finland, where only 27% of respondents agree with the statement. Sweden and Norway follow suit, with 30% of respondents agreeing with the statement. Respondents to disagree the most with this statement are those in Finland (40%) and Norway (39%).

Q3.1 To what extent do you agree or disagree with the following statement: 'Initiatives to fight climate change will help create new jobs in the area where I live' (%)

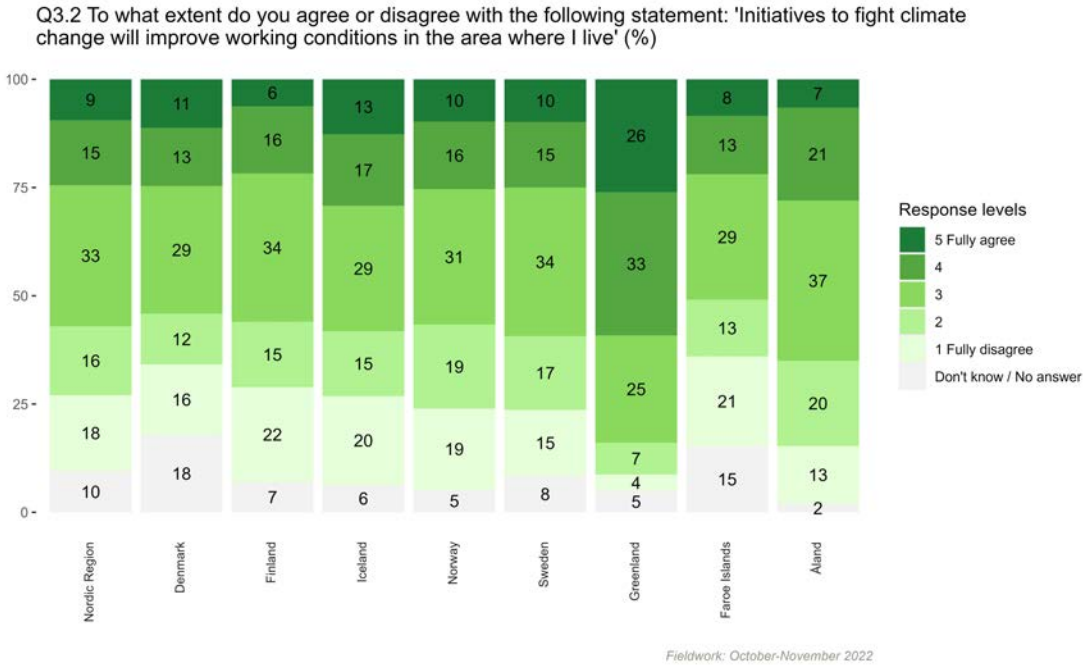


Q3.2 To what extent do you agree or disagree with the following statement: "Initiatives to fight climate change will improve working conditions in the area where I live".

Nordic survey respondents have divided opinions about the impact of climate initiatives on working conditions in the area where they live. Almost one in four (24%) agree with the statement that working conditions will improve thanks to climate initiatives, with 9% fully agreeing with the statement. However, a larger proportion of respondents (34%), disagree with the statement, with 18% fully disagreeing. One in three respondents (33%) expect no or neutral effects of initiatives to fight climate change on working conditions. One in ten (10%) are uncertain about the impact that climate policies will have or do not answer.



Among the Nordic countries and regions, respondents in Greenland are most optimistic about the impact of climate policies on working conditions, with 59% expecting improvements. In the Faroe Islands and Finland, only 21% to 22% of respondents share this expectation. Respondents to disagree the most with this view are those living in Norway (38%) and Finland (37%). In Denmark and the Faroe Islands, there are also comparatively large groups of respondents (18% and 15%, respectively) who do not provide an answer to the question or state that they don't know about the impact of climate initiatives on working conditions.



Socio-demographic analysis

At a Nordic level, the socio-demographic analysis reveals various differences in the expectations of respondents with regard to climate change initiatives. Women, students and respondents who live in cities are more likely to expect job creation and an improvement in working conditions thanks to initiatives to fight climate change:

- The higher the degree of urbanisation, the more likely respondents are to expect job growth thanks to climate change initiatives. For example, 34% of respondents in cities agree that such initiatives will help create new jobs in their areas of residence compared to 26% in rural areas. Respondents who live in cities (28%) are also more likely to expect that climate change initiatives will improve working conditions in their areas than respondents from rural areas (19%).
- Men are more likely to disagree with the statement than climate change initiatives will create new jobs in their area of residence than women. Almost two in five men (39%) disagree, or fully disagree, with the statement compared to 30% of women. Men (23%) are also less likely to expect improvements in working conditions thanks to climate change initiatives than women (26%).
- Respondents who are working are less likely to expect job creation thanks to climate change initiatives. As such, 37% of employed and self-employed respondents disagree or fully disagree with the statement that such initiatives will help create new jobs, as compared to 22% of respondents who are studying. Employed and self-employed respondents are also less likely to expect improvement in working conditions thanks to climate change initiatives than other groups. 23% of employed and self-employed respondents agree or fully agree with the statement compared to 34% among students.
- Respondents who work in carbon-intensive industries are less likely to expect job creation thanks to initiatives to combat climate change (26%) than respondents who work in other industries and sectors (32%). Respondents who work in carbon-intensive industries are also less likely to expect improvements in working conditions from climate change initiatives (18%) compared to employees working in other industries (26%).

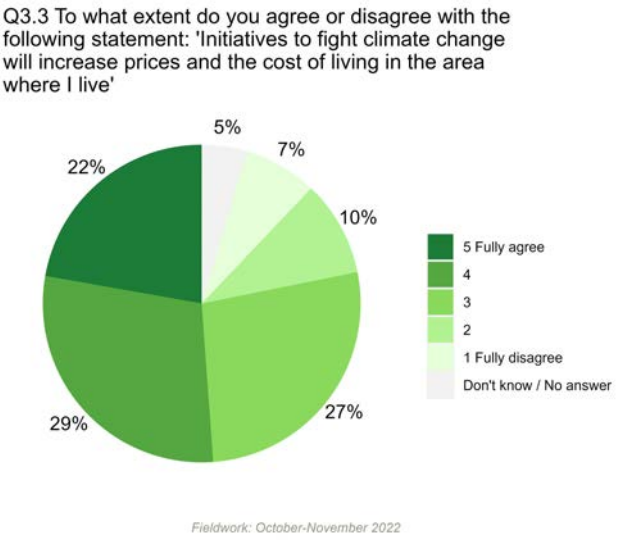
	Q3.1. Bottom box [1+2]	Q3.1. Top box [4+5]	Q3.2. Bottom box [1+2]	Q3.2. Top box [4+5]
Total Nordic Region	35	31	33	24
Gender				
Female	30	32	28	26
Male	39	30	39	23
Other	46	32	38	40
Age group				
18-29	30	36	29	28
30-49	36	29	36	23
50-64	36	32	35	24
65+	34	29	31	25
Household size				
1 person	34	29	34	25
2 persons	34	31	32	25
3 or more persons	36	32	36	23
Country of birth				
Nordic Region	35	30	33	24
Other (EU)	27	35	35	26
Other (non-EU)	32	40	40	29
Media used to stay informed				
Other	46	19	44	21
Press, including printed and online	32	33	31	25
Radio and/or podcasts	35	32	36	27
Social media	37	29	35	23
Television	36	29	33	23
Educational attainment				
No completed education	41	27	51	27
Other	35	29	33	26
Primary education	43	24	36	23
Secondary education	40	27	37	22
University	28	36	30	27
Employment status				
Employed, including self-employed	37	31	36	23
Other	35	23	39	16
Retired	33	29	30	26
Student	22	39	24	34
Unemployed	35	26	33	26
Carbon intensity of sector of employment				
Carbon-intensive industries	46	26	46	18
Other industries	33	32	31	26
Degree of urbanisation				
Cities	28	34	29	28
Rural areas	43	26	41	19
Towns and suburbs	35	31	33	25

	Q3.1. Bottom box [1+2]	Q3.1. Top box [4+5]	Q3.2. Bottom box [1+2]	Q3.2. Top box [4+5]
Type of house				
Apartment	29	35	27	29
House	39	27	38	21
Other	33	35	27	28
Fuels used at home				
District heating or cooling	28	36	26	28
Electricity	38	28	37	23
Fossil fuels	30	34	30	21
Other	38	25	39	20
Wood and pellets	48	23	44	19
Frequency of use of private motor vehicle				
0-2 days per week	25	37	25	31
3-4 days per week	34	30	33	23
5-7 days per week	44	25	42	19
Frequency of use of private non-motorised vehicles				
0-2 days per week	38	29	36	23
3-4 days per week	28	35	28	29
5-7 days per week	24	38	26	30
Frequency of use of public transport				
0-2 days per week	37	29	36	23
3-4 days per week	29	35	24	31
5-7 days per week	23	41	21	35
Main use of motor vehicle, if any				
Commercial vehicle (e.g., taxi, truck, etc.)	40	32	38	26
Commuting to work	42	26	41	20
Family use	38	29	36	22
Leisure and tourism	38	29	36	23
Other uses	46	27	44	21

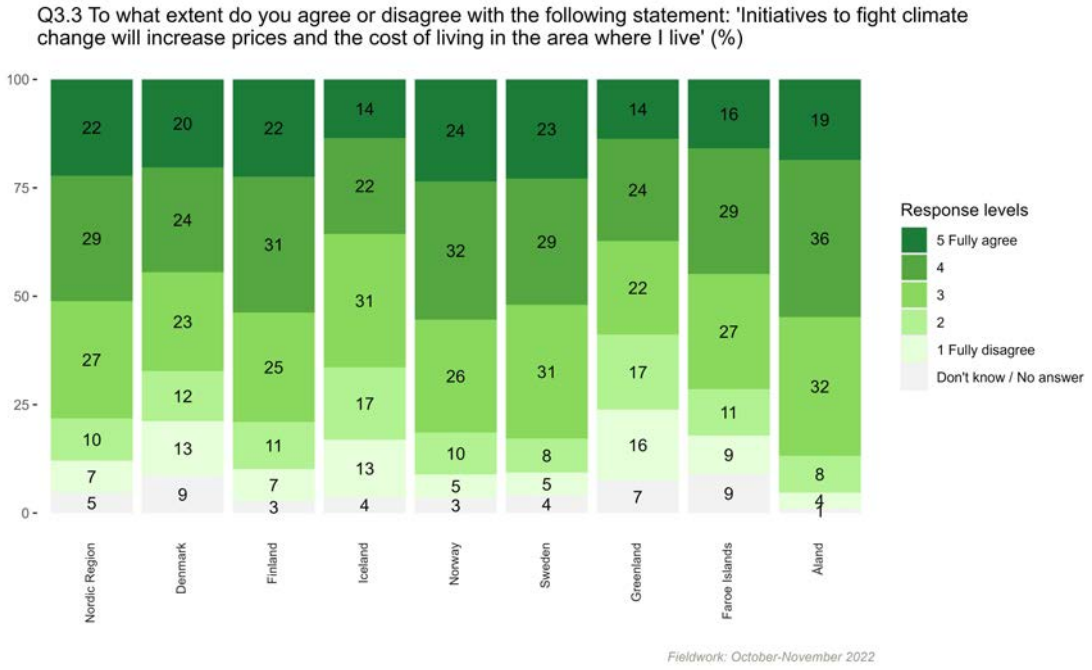
More than half of all respondents in the Nordic Region (51%) think climate policies could increase the cost of living in the areas where they live. Only one in six (17%) do not expect to see price increases.

Q3.3 To what extent do you agree or disagree with the following statement: "Initiatives to fight climate change will increase prices and the cost of living in the area where I live".

A majority of respondents in the Nordic Region express a concern that climate initiatives will increase prices and the cost of living in the area where they live. One in two respondents (51%) agree with this statement, with 22% fully agreeing. One in six respondents (17%) in the Nordic Region do not expect increases in prices and cost of living due to climate initiatives, with 7% fully disagreeing with the statement.



The proportion of respondents who expect increases in prices and the cost of living due to climate initiatives is highest in Norway (56%) and in Åland (55%). In Iceland and Greenland only 36% and 38%, respectively, expect such price increases, with 14% in both countries fully agreeing with the statement.



Socio-demographic analysis

A socio-demographic analysis reveals differences in how various groups of people view the impact of climate change initiatives on the cost of living. Men, respondents living in rural areas and respondents who are employed or self-employed – especially those working in carbon-heavy industries are more likely to expect prices and the cost of living to increase due to such initiatives:

- Men are more likely than women to expect increases in prices and the cost of living (55% compared to 47%).
- Employed or self-employed respondents are more likely to expect that prices and the cost of living will increase due to climate change initiatives in their areas of residence than other groups. For example, 53% of employed and self-employed respondents expect increases in prices compared to only 42% of respondents who are unemployed.
- Three in five respondents (60%) who work in carbon-intensive industries agree or fully agree that prices and the cost of living will increase due to climate change initiatives. Among respondents working in other industries, only one in two (49%) agree or fully agree with this statement.
- Respondents in cities are less worried about the impact of climate change initiatives on the cost of living. Less than half (46%) agree or fully agree with the statement that prices and the cost of living will increase due to climate change initiatives, compared to 54% of respondents living in towns, suburbs, and rural areas.
- Respondents who live in a house are more likely to expect increases in prices than respondents who live in an apartment (54% and 48%, respectively).
- The more frequently respondents use personal motorised vehicles, such as cars, the more strongly they expect that prices and the cost of living will increase due to climate change initiatives. For example, 57% of respondents who use motor vehicles five to seven days per week expect price increases compared to less than 47% of respondents who use motor vehicles up to four times per week.

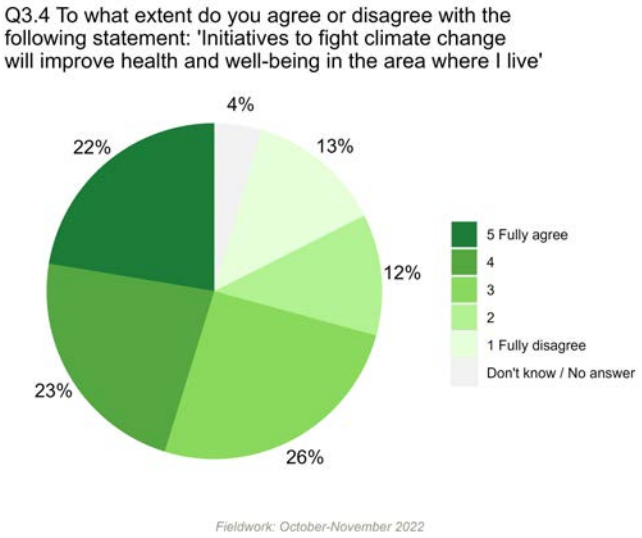
To what extent do you agree or disagree with the following statement: 'Initiatives to fight climate change will increase prices and the cost of living in the area where I live'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Total Nordic Region	7	10	27	29	22	5	17	51
Gender								
Female	8	10	29	28	19	6	17	47
Male	7	10	25	30	25	3	17	55
Other	16	NA	16	24	30	14	16	54
Age group								
18-29	7	10	28	30	19	5	18	49
30-49	7	10	26	32	21	4	17	53
50-64	7	10	29	26	25	3	17	51
65+	8	9	26	28	23	6	17	51
Household size								
1 person	9	10	28	26	23	4	18	49
2 persons	7	10	27	31	21	4	16	52
3 or more persons	7	10	27	30	22	4	17	52
Country of birth								
Nordic Region	7	10	27	29	22	5	17	51
Other (EU)	8	10	13	39	20	10	18	59
Other (non-EU)	6	7	33	20	29	4	13	49
Media used to stay informed								
Television	9	8	25	29	23	6	18	52
Radio and/or podcasts	6	10	31	27	24	3	15	50
Press, including printed and online	7	11	28	32	19	4	17	51
Social media	8	9	26	26	25	6	16	52
Other	12	13	25	13	33	4	25	46
Educational attainment								
Primary education	13	8	27	23	24	5	22	47
Secondary education	7	9	27	27	25	4	16	52
University	6	11	28	32	18	4	17	50
No completed education	10	5	35	6	41	4	14	47
Other	8	10	22	28	26	6	18	54
Employment status								
Employed, including self-employed	7	10	27	30	23	4	16	53
Unemployed	12	17	20	19	23	9	29	42
Student	8	9	32	30	18	4	17	48
Retired	8	10	26	28	23	5	18	51
Other	9	10	28	27	15	11	19	42
Carbon intensity of sector of employment								
Carbon-intensive industries	7	9	22	30	30	2	16	60
Other industries	7	10	29	29	20	5	17	49
Degree of urbanisation								
Cities	8	11	30	28	18	5	19	46

To what extent do you agree or disagree with the following statement: 'Initiatives to fight climate change will increase prices and the cost of living in the area where I live'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Towns and suburbs	7	9	26	30	24	4	16	54
Rural areas	7	9	25	29	25	4	17	54
Type of house								
House	7	9	26	30	25	4	16	54
Apartment	8	10	29	28	19	5	19	48
Other	10	10	29	28	17	6	21	45
Fuels used at home								
District heating or cooling	9	11	28	28	19	5	20	47
Electricity	5	9	27	31	24	3	14	55
Wood and pellets	5	9	26	29	28	3	14	57
Fossil fuels	10	9	26	26	19	10	19	45
Other	7	8	31	28	23	4	15	50
Frequency of use of private motor vehicle								
0-2 days per week	8	11	29	28	19	6	19	47
3-4 days per week	8	10	31	31	16	5	18	47
5-7 days per week	7	9	24	30	27	3	16	57
Frequency of use of private non-motorised vehicles								
0-2 days per week	7	9	27	29	23	4	17	52
3-4 days per week	8	9	30	28	23	2	17	51
5-7 days per week	8	12	27	29	18	6	20	48
Frequency of use of public transport								
0-2 days per week	8	9	26	29	23	4	17	53
3-4 days per week	6	11	34	30	14	5	17	44
5-7 days per week	8	12	28	29	17	6	20	46
Main use of motor vehicle, if any								
Commercial vehicle (e.g., taxi, truck, etc.)	9	6	24	29	29	2	15	58
Commuting to work	7	8	25	30	26	4	15	56
Family use	7	9	27	29	24	4	16	53
Leisure and tourism	7	10	27	30	23	3	16	53
Other uses	6	7	26	32	28	2	13	60

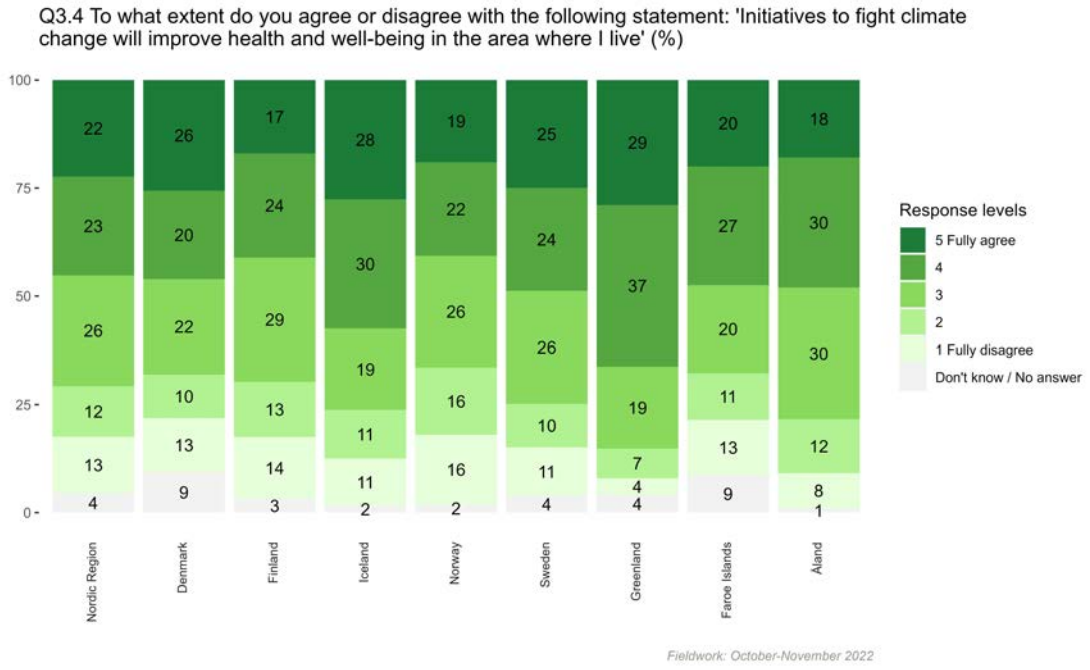
Almost one respondent in two (45%) agree that climate initiatives will help to improve health and well-being in the area where they live and half of them (50%) state that climate policies will lead to more sustainable lifestyles in their region.

Q3.4 To what extent do you agree or disagree with the following statement: "Initiatives to fight climate change will improve health and well-being in the area where I live".

Almost half of all survey respondents (45%) expect that climate initiatives will improve health and well-being in the area where they live, with 22% fully agreeing with this statement. One in four (25%), however, disagree with the statement, with 13% fully disagreeing.

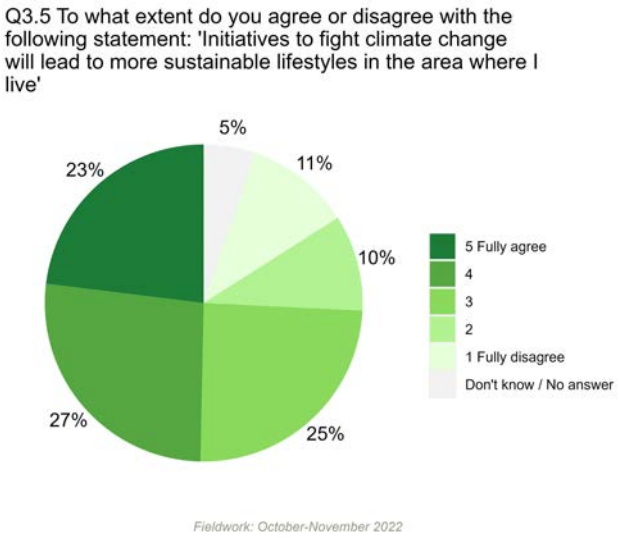


In a Nordic comparison, the proportion of respondents who expect improvements in health and well-being from climate initiatives is highest in Greenland (66%) and Iceland (58%). In Norway and Finland, respondents are more sceptical, with only 41% agreeing or fully agreeing with this statement in both countries.

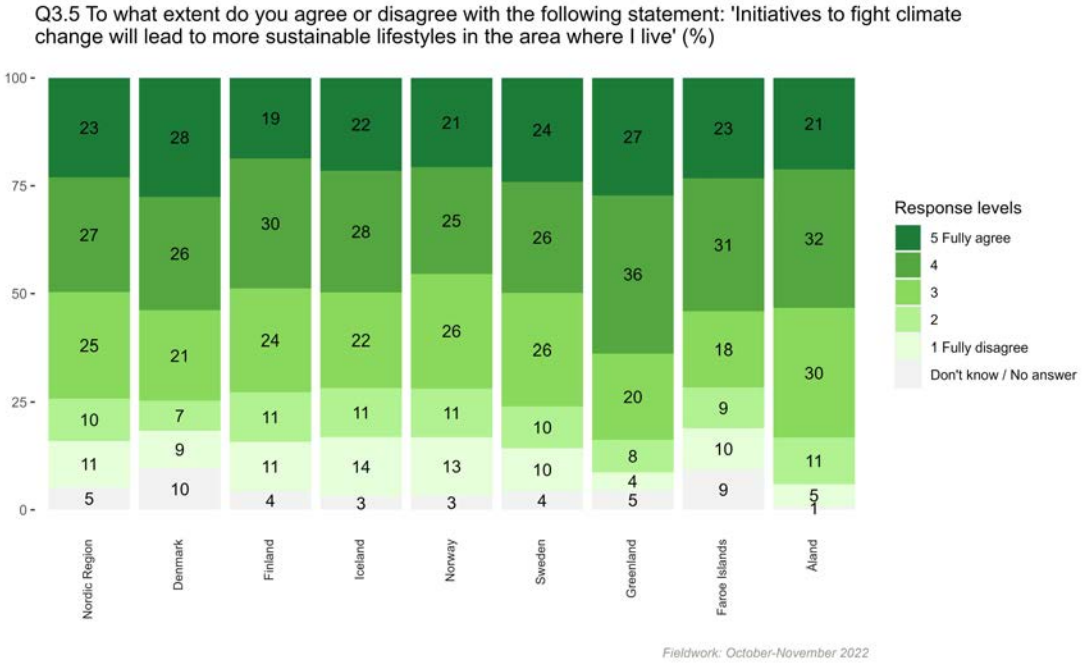


Q3.5 To what extent do you agree or disagree with the following statement: "Initiatives to fight climate change will lead to more sustainable lifestyles in the area where I live".

Half of all respondents in the Nordic Region (50%) expect that initiatives to fight climate change will lead to more sustainable lifestyles in the area in which they live, with 23% fully agreeing with this statement. One in five respondents (21%), however, do not share this view, with 11% fully disagreeing with the statement.



Among the Nordic countries and regions, Greenland has the highest proportion of respondents (63%) who expect that initiatives to fight climate change will contribute to a change towards more sustainable lifestyles. In Denmark (54%), the Faroe Islands (54%) and Åland (53%), the respondents who expect more sustainable lifestyles thanks to climate initiatives are also in the majority. In Norway, respondents are most sceptical about the impact of climate initiatives on sustainable lifestyles, with only 46% agreeing or fully agreeing with the statement.



Socio-demographic analysis

A socio-demographic analysis at Nordic level illustrates a range of differences in expectations: women, younger people, respondents who were born outside the EU, those who live in apartments and in a city, and those who work in less carbon-intensive sectors or are frequent public transport users are more likely to agree that climate change initiatives will lead to lifestyle changes and/or improvements in health and well-being:

- Women are more likely to expect improvements in health and well-being thanks to climate change initiatives than men (50% compared to 40%). Similarly, women are also more likely to expect a trend towards more sustainable lifestyles in their areas of residence due to climate initiatives than male respondents (55% versus 44%).
- The younger respondents are, the more likely they are to expect that climate change initiatives will lead to more sustainable lifestyles in the areas where they live. For example, 59% of respondents aged 18 to 29 expect such lifestyle changes compared to 44% of respondents aged 65 and older.
- Respondents who were born outside the European Union are more likely to expect improvement in health and well-being thanks to climate change initiatives (55%) than respondents who were born in the Nordic Region (45%) or in EU countries outside the Nordic Region (50%).
- Respondents who work in carbon-intensive industries are less likely to expect changes in lifestyles due to climate change initiatives (35%) than respondents who work in other types of industries (53%).
- The more urbanised a respondent's environment is, the more likely they are to expect improvements of health and wellbeing from climate initiatives. For instance, 54% of respondents living in cities expect such improvements compared to 34% living in rural areas. Respondents who live in cities (60%) are also more likely to expect changes towards more sustainable lifestyles in their area of residence than respondents who live in rural areas (40%).
- Respondents who live in a house (39%) are less likely to expect improvements in health and well-being from climate change initiatives than respondents who live in an apartment (53%) or other type of housing (52%).
- Respondents who are frequent users of private motor vehicles, such as cars, are less likely to expect improvements in health and well-being thanks to climate change initiatives than respondents who rarely or never use motor vehicles. For instance, 35% of respondents who use a car five to seven days per week expect such improvements as compared to 55% or respondents who use private motor vehicles two days per week or less. Frequent users of private motor vehicles are also less likely to expect changes in lifestyles due to climate change initiatives (39%) than those who use private motor

vehicles two days per week or less (59%). Among public transport users, those who use public transport five to seven days per week are more likely to expect improvements in health and well-being than those who use public transport two days per week or less (61% compared to 42%).

	Q3.4. Bottom box [1+2]	Q3.4. Top box [4+5]	Q3.5. Bottom box [1+2]	Q3.5. Top box [4+5]
Total Nordic Region	25	45	21	50
Gender				
Female	19	50	15	55
Male	30	40	26	44
Other	46	24	30	48
Age group				
18-29	19	51	15	59
30-49	26	44	21	50
50-64	27	44	22	49
65+	25	45	22	44
Household size				
1 person	25	47	20	48
2 persons	24	44	21	51
3 or more persons	26	46	21	51
Country of birth				
Nordic Region	25	45	20	50
Other (EU)	18	50	21	51
Other (non-EU)	20	55	23	49
Media used to stay informed				
Other	30	38	35	44
Press, including printed and online	24	47	19	54
Radio and/or podcasts	23	48	20	51
Social media	25	44	20	47
Television	26	43	22	45
Educational attainment				
No completed education	18	56	23	49
Other	25	43	24	50
Primary education	28	41	28	37
Secondary education	30	40	25	42
University	20	51	14	59
Employment status				
Employed, including self-employed	26	44	20	51
Other	30	39	26	40
Retired	25	44	22	44
Student	14	57	14	65
Unemployed	20	51	27	48

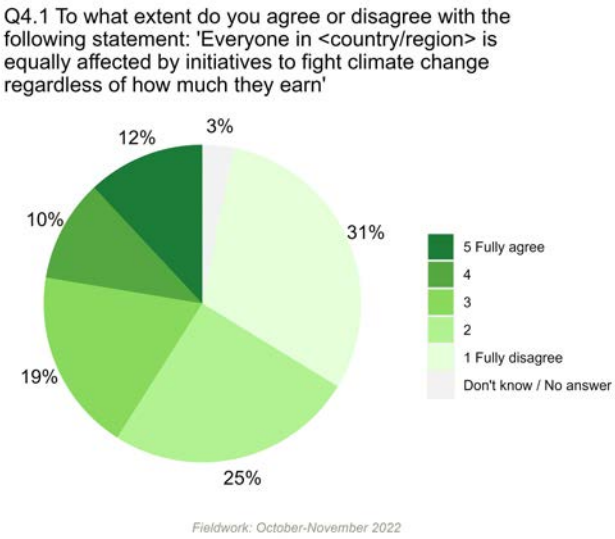
	Q3.4. Bottom box [1+2]	Q3.4. Top box [4+5]	Q3.5. Bottom box [1+2]	Q3.5. Top box [4+5]
Carbon intensity of sector of employment				
Carbon-intensive industries	37	33	33	35
Other industries	22	48	17	53
Degree of urbanisation				
Cities	17	54	14	60
Rural areas	35	34	28	40
Towns and suburbs	26	45	21	46
Type of house				
Apartment	17	53	15	56
House	30	39	25	45
Other	23	52	21	49
Fuels used at home				
District heating or cooling	18	53	16	54
Electricity	27	45	23	47
Fossil fuels	25	41	16	49
Other	28	41	24	48
Wood and pellets	36	35	29	41
Frequency of use of private motor vehicle				
0-2 days per week	16	55	13	59
3-4 days per week	23	49	20	53
5-7 days per week	34	35	28	39
Frequency of use of private non-motorised vehicles				
0-2 days per week	28	42	23	45
3-4 days per week	19	53	15	61
5-7 days per week	16	57	13	62
Frequency of use of public transport				
0-2 days per week	27	42	23	47
3-4 days per week	17	54	12	57
5-7 days per week	11	61	10	69
Main use of motor vehicle, if any				
Commercial vehicle (e.g., taxi, truck, etc.)	33	41	27	41
Commuting to work	31	38	25	43
Family use	27	44	23	46
Leisure and tourism	27	43	22	47
Other uses	38	40	33	43

6. Fairness of climate policies

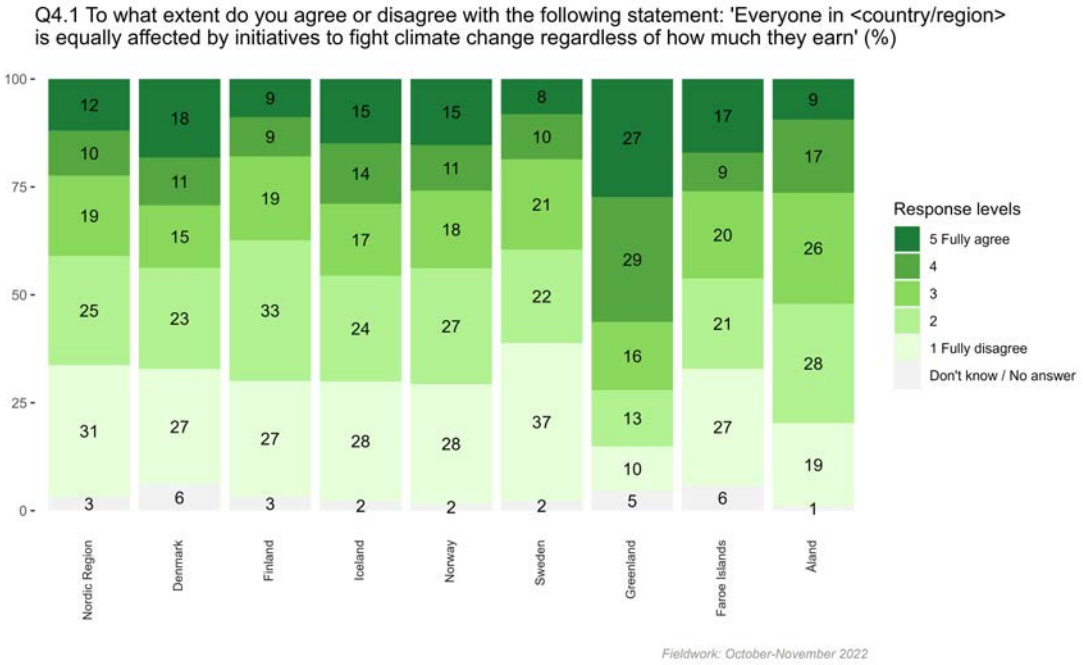
More than half of respondents (56%) agree that the impact of climate policies on people's lives depends on their earnings.

Q4.1 To what extent do you agree or disagree with the following statement: "Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of how much they earn".

Most respondents in the Nordic Region (56%) believe that climate policies are not neutral from an earnings perspective. Only 22% of them agree that everyone in their countries or regions is equally affected by initiatives to fight climate change regardless of individual earnings.



Respondents in most countries are sceptical about the fairness of climate policies from an earnings perspective. This holds in particular for Finland (60%), Sweden (59%), Norway (55%) and Iceland (52%) where more than half of respondents disagree with the statement that everyone in the region is equally affected by initiatives to fight climate change regardless of earnings. Respondents in Greenland are those most likely to agree that climate policies are fair from the earnings perspective (56%).



Socio-demographic analysis

The socio-demographic analysis at Nordic Region level emphasises several significant differences based on age, household size, educational attainment, media used to keep informed, degree of urbanisation, fuels used at home and main use of motor vehicle:

- Younger respondents are more likely to disagree with the statement that everyone in their country or region is equally affected by initiatives to fight climate change regardless of earnings. 66% of respondents under 30 years old and 65% of those in the 30-49 age group disagree with the statement. These proportions decline among older population groups: 51% of those in the 50-64 age group and only 41% of those who are 65 years old or older disagree with this claim.
- A higher proportion of respondents living in smaller households composed of 1 or 2 members tend to see climate policies as fair from the earnings perspective. 23% and 24% of respondents in these groups, respectively, agree with the statement that everyone in their country or region is equally affected by initiatives to fight climate change regardless of personal earnings. This proportion declines to 20% for respondents living in households with 3 or more members.
- A higher proportion of respondents (62%) with tertiary educational attainment (university degree and higher) tend to disagree with the statement that everyone in their country or region is equally affected by initiatives to fight climate change regardless of personal earnings, in contrast to those with primary basic education (39%) or no completed education (25%).
- A higher proportion of respondents (27%) who use television as main source of information tend to agree with the statement that climate policies affect all population groups in a similar fashion regardless of earnings. By contrast, only 19% of respondents who use the press to keep themselves informed are likely to agree with this statement.
- Respondents living in cities are more likely to disagree with the statement that everyone in their country or region is equally affected by initiatives to fight climate change regardless of how much they earn (60%), as opposed to those living in rural areas (53%).
- Respondents using electricity to keep their home at a comfortable temperature are more likely to disagree with the statement that climate policies affect all population groups in a similar fashion regardless of personal earnings (59%), in contrast to those using fossil fuels (52%) or district heating (54%).

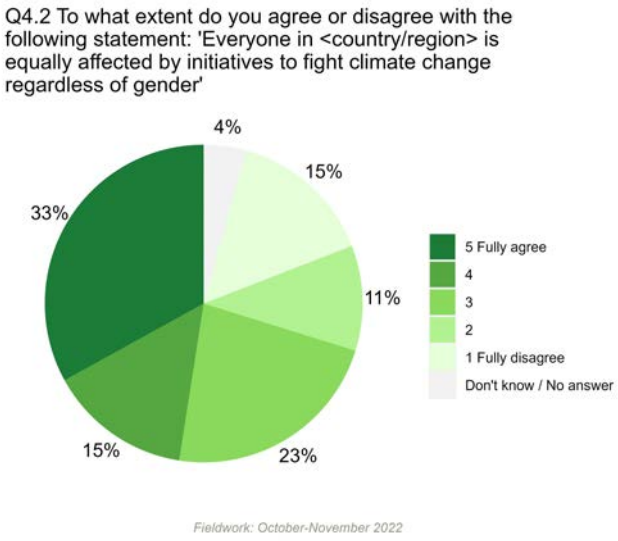
To what extent do you agree or disagree with the following statement: 'Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of how much they earn'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Total Nordic Region	31	25	19	10	12	3	56	22
Gender								
Female	28	27	19	10	12	4	55	22
Male	33	24	18	11	12	3	57	22
Other	46	16	14	16	8	NA	62	24
Age group								
18-29	36	31	13	8	9	3	66	17
30-49	36	28	15	9	9	3	65	17
50-64	28	24	22	13	12	2	51	25
65+	21	19	24	12	18	5	41	30
Household size								
1 person	29	22	22	8	15	3	52	23
2 persons	28	25	19	12	12	3	53	24
3 or more persons	34	28	16	10	9	2	62	20
Country of birth								
Nordic Region	31	26	19	10	12	3	56	22
Other (EU)	25	24	8	19	20	5	49	38
Other (non-EU)	35	19	13	11	18	4	55	29
Media used to stay informed								
Television	26	21	21	10	16	5	48	27
Radio and/or podcasts	34	23	18	11	12	2	57	23
Press, including printed and online	32	29	18	10	9	2	60	19
Social media	32	25	17	11	12	4	56	23
Other	34	24	13	12	14	3	58	26
Educational attainment								
Primary education	22	17	24	11	18	7	39	29
Secondary education	30	25	19	11	13	3	54	24
University	34	28	17	9	10	2	61	19
No completed education	9	16	14	21	33	6	25	55
Other	27	25	21	10	14	3	52	25
Employment status								
Employed, including self-employed	34	27	18	10	9	2	61	19
Unemployed	30	21	17	10	16	7	51	25
Student	37	33	12	8	9	1	70	17
Retired	21	20	24	13	19	5	41	31
Other	28	22	17	11	14	7	51	26
Carbon intensity of sector of employment								
Carbon-intensive industries	32	22	20	9	14	2	55	23
Other industries	30	26	19	11	11	3	56	22
Degree of urbanisation								
Cities	33	27	18	9	10	2	60	19

To what extent do you agree or disagree with the following statement: 'Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of how much they earn'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Towns and suburbs	29	24	19	11	13	4	54	24
Rural areas	28	24	19	11	13	4	53	25
Type of house								
House	29	26	18	11	12	3	55	23
Apartment	33	24	19	9	12	3	57	21
Other	26	27	17	13	14	4	53	27
Fuels used at home								
District heating or cooling	29	25	19	11	12	4	54	23
Electricity	33	26	18	10	11	2	59	22
Wood and pellets	32	25	17	10	13	3	57	23
Fossil fuels	26	25	18	13	13	3	52	27
Other	30	22	24	12	10	2	53	22
Frequency of use of private motor vehicle								
0-2 days per week	30	25	19	9	13	3	55	23
3-4 days per week	30	25	20	11	12	3	55	23
5-7 days per week	31	26	18	11	11	3	57	22
Frequency of use of private non-motorised vehicles								
0-2 days per week	30	25	19	11	12	3	55	23
3-4 days per week	26	28	20	12	11	3	54	23
5-7 days per week	35	27	16	8	10	4	61	19
Frequency of use of public transport								
0-2 days per week	30	25	19	10	12	3	56	22
3-4 days per week	27	31	18	11	11	2	58	22
5-7 days per week	37	23	16	11	11	2	60	22
Main use of motor vehicle, if any								
Commercial vehicle (e.g., taxi, truck, etc.)	38	17	20	11	13	1	55	24
Commuting to work	34	27	17	10	9	2	61	19
Family use	31	25	19	11	12	3	55	23
Leisure and tourism	32	26	19	10	11	2	58	21
Other uses	37	16	21	12	13	1	54	24

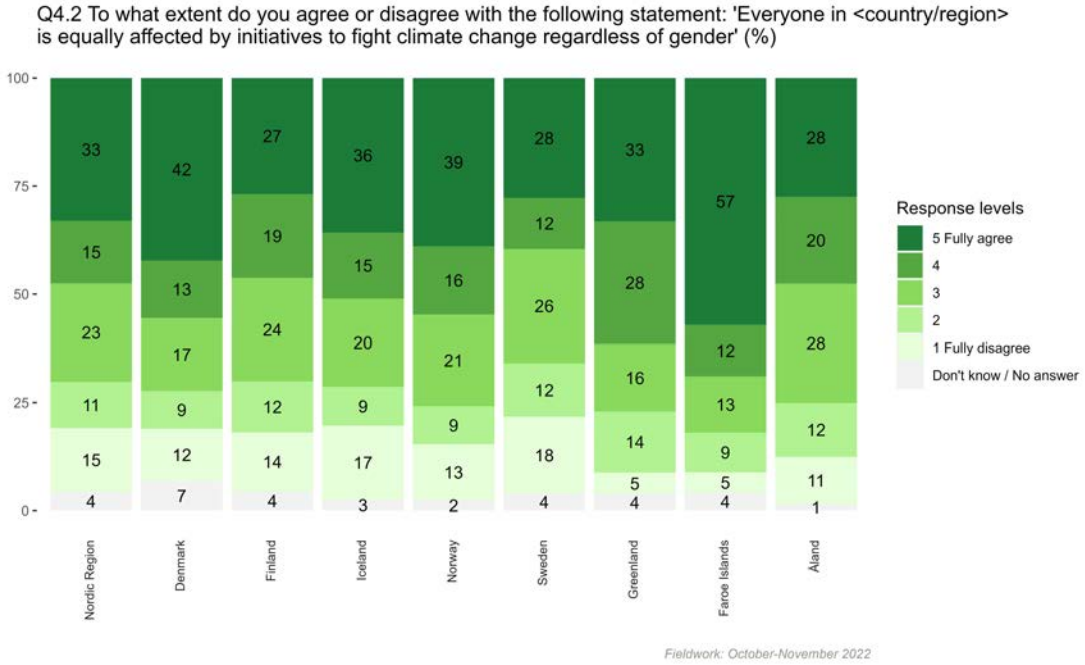
Almost half of respondents (48%) agree that climate policies in their country or region are fair from the gender perspective, but one quarter (26%) say that climate policies are not neutral from a gender perspective.

Q4.2 To what extent do you agree or disagree with the following statement: "Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of gender".

Respondents in the Nordic Region are more likely to agree that climate policies affect people equally in their respective countries and regions regardless of their gender (48%). The proportion of respondents who disagree with this statement is just 25%, with marked differences between countries.



More than half of respondents in the Faroe Islands (69%), Greenland (61%), Denmark (55%), Norway (55%) and Iceland (51%), tend to agree that climate policies affect people equally in their respective countries and regions regardless of their gender. A majority of respondents in Åland (48%), Finland (46%) and Sweden (40%) are also more likely to agree than disagree with this statement, but in a smaller proportion compared to those living in the former group of countries and regions.



Socio-demographic analysis

The socio-demographic analysis of this specific question reveals that the responses were fairly homogeneous. Nevertheless, a few significant differences can be noted. These relate to the age of respondents, household size, the country of origin and the type of fuels used at home:

- Younger individuals (less than 30 years old) are more likely to agree that everyone in the respective country or region is equally affected by initiatives to fight climate change regardless of gender (52%) compared to those in the following age group (30-49), who are less likely to agree with this statement (46%).
- Respondents living in larger households (3 or more members) are more likely to disagree with the statement that everyone in the respective country or region is equally affected by initiatives to fight climate change regardless of gender (28%), compared to households composed of two persons (23%).
- Respondents born in the Nordic Region are less likely to agree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of gender (47%). Foreign-born respondents, particularly those born in an EU country and – to a lesser extent – those born outside the EU are more likely to agree with this statement (63% and 53%, respectively).
- Respondents who live in dwellings where the main source of energy is electricity are more likely to think that climate policies are not neutral from the gender perspective (27%) compared to those who use fossil fuels to keep their home at a comfortable temperature (19%).

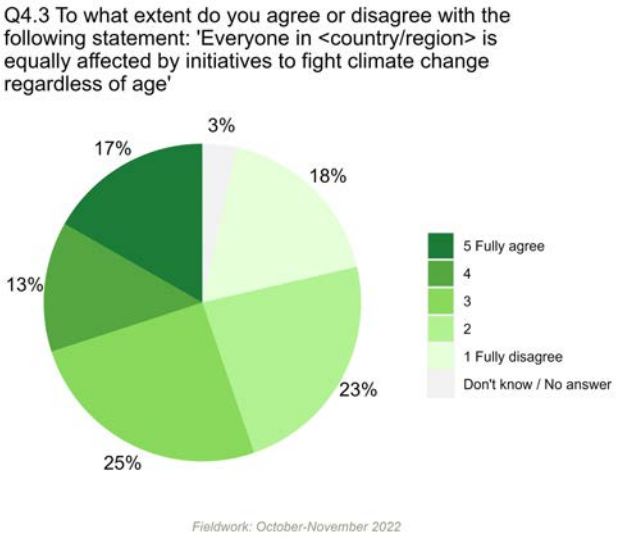
To what extent do you agree or disagree with the following statement: 'Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of gender'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Total Nordic Region	15	11	23	15	33	4	25	48
Gender								
Female	14	11	22	15	32	5	25	47
Male	16	10	23	14	34	3	26	48
Other	38	8	38	16	NA	NA	46	16
Age group								
18-29	13	11	21	16	36	3	25	52
30-49	15	12	23	13	32	5	27	46
50-64	15	11	22	14	34	3	27	48
65+	15	8	24	15	32	6	23	47
Household size								
1 person	15	10	22	13	35	5	25	48
2 persons	13	10	24	16	32	4	23	49
3 or more persons	16	12	22	14	32	4	28	46
Country of birth								
Nordic Region	15	11	23	15	32	4	26	47
Other (EU)	6	13	13	13	50	4	19	63
Other (non-EU)	22	7	15	14	39	2	29	53
Media used to stay informed								
Television	15	9	22	14	35	5	24	49
Radio and/or podcasts	18	12	24	12	32	3	30	44
Press, including printed and online	13	12	23	16	33	4	24	49
Social media	16	10	23	14	32	6	26	46
Other	21	11	16	15	33	4	32	49
Educational attainment								
Primary education	16	9	23	14	31	7	25	45
Secondary education	16	10	23	15	32	4	26	47
University	13	12	22	15	34	4	25	49
No completed education	0	5	22	9	64	0	5	73
Other	17	10	24	12	34	3	27	46
Employment status								
Employed, including self-employed	15	11	22	15	33	4	27	47
Unemployed	17	13	17	13	29	11	30	42
Student	13	13	23	15	33	2	26	49
Retired	14	9	24	14	33	5	23	48
Other	12	6	21	13	39	8	19	52
Carbon intensity of sector of employment								
Carbon-intensive industries	16	10	24	12	34	4	26	46
Other industries	15	11	22	15	32	4	26	48
Degree of urbanisation								
Cities	12	12	24	15	34	3	24	49

To what extent do you agree or disagree with the following statement: 'Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of gender'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Towns and suburbs	17	11	21	13	34	5	27	46
Rural areas	15	9	22	16	32	5	25	48
Type of house								
House	15	11	23	14	33	4	26	47
Apartment	14	11	22	15	33	4	25	48
Other	12	10	27	15	31	5	22	46
Fuels used at home								
District heating or cooling	12	12	24	15	33	5	24	47
Electricity	17	10	21	15	33	3	27	48
Wood and pellets	15	11	22	15	32	4	26	47
Fossil fuels	10	9	25	14	38	4	19	52
Other	18	10	23	15	31	3	28	46
Frequency of use of private motor vehicle								
0-2 days per week	14	11	23	14	34	5	25	48
3-4 days per week	13	12	24	15	34	3	25	48
5-7 days per week	17	10	22	15	32	4	27	47
Frequency of use of private non-motorised vehicles								
0-2 days per week	15	11	23	15	33	4	26	48
3-4 days per week	13	6	24	16	35	6	20	51
5-7 days per week	16	12	22	14	32	4	28	46
Frequency of use of public transport								
0-2 days per week	15	11	23	15	33	4	26	48
3-4 days per week	13	11	27	15	29	4	25	44
5-7 days per week	14	12	21	14	36	3	26	50
Main use of motor vehicle, if any								
Commercial vehicle (e.g., taxi, truck, etc.)	18	7	23	15	35	2	25	50
Commuting to work	16	11	22	15	31	4	27	47
Family use	15	10	22	15	33	4	26	49
Leisure and tourism	16	11	23	15	32	3	27	47
Other uses	19	10	22	14	34	2	29	48

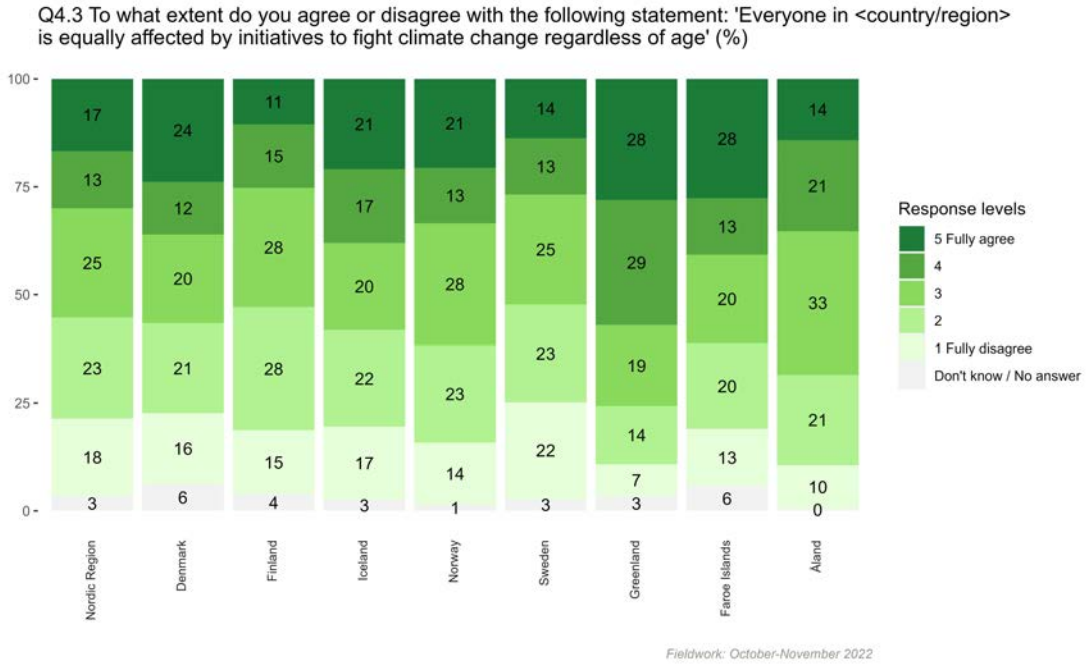
Two fifths of respondents (41%) agree that climate policies affect social groups differently, depending on their age.

Q4.3 To what extent do you agree or disagree with the following statement: "Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of age".

Respondents in the Nordic Region are more likely to disagree with the statement that everyone in their country or region is equally affected by initiatives to fight climate change regardless of age (41%), than to agree with it (30%). However, respondents are quite divided on this question, with those who fully disagree (18%) outnumbering those who fully agree (17%) by a very small margin.



Respondents in Greenland and the Faroe Islands are more likely to agree on the neutrality of climate policies from an age perspective (57% and 41%, respectively), whereas respondents from Sweden and Finland are more likely to disagree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of age (45% and 43%, respectively).



Socio-demographic analysis

The socio-demographic analysis sheds light on some interesting patterns with regard to the age of respondents, household size, educational attainment, mobility patterns and motor vehicle use:

- Younger respondents are more likely to disagree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of age. More than 48% of those below 30 years disagree with this statement compared to 37% aged 50-64 and 31% among those in the over-65 (31%) age group.
- Respondents living in households with one or two members are more likely to agree with the statement that climate policies are neutral from the age perspective than respondents living in households with three or more members (32% and 33% vs 26%, respectively).
- Respondents with lower levels of educational attainment – primary education – are more likely to agree with the view that climate policies are neutral from an age viewpoint compared to those who have completed tertiary education (36% vs 29%, respectively).
- Respondents who are studying (48%) or employed (46%) are more likely to disagree with the claim that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of age than respondents who are retired (31%).
- Respondents who use motor vehicles on a daily basis – five days per week or more – are more likely to disagree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of age (44%) compared to those who use cars less frequently (40% or less).
- Respondents who use motor vehicles to commute to work are more likely to disagree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of age (47%) compared to those who use motor vehicles for family use (40%).

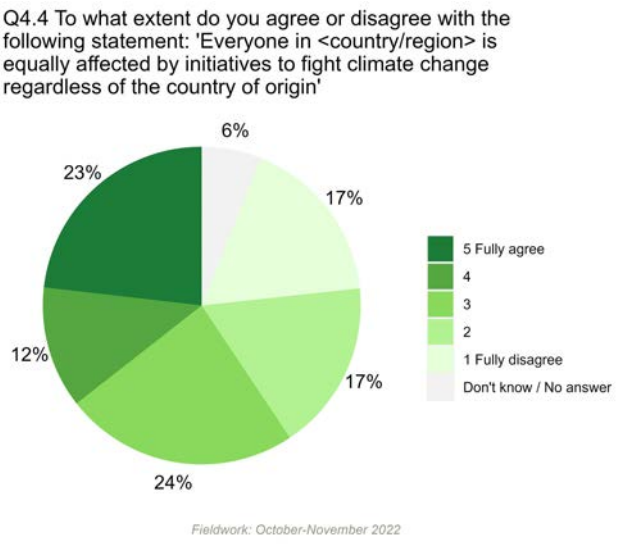
To what extent do you agree or disagree with the following statement: 'Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of age'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Total Nordic Region	18	23	25	13	17	3	41	30
Gender								
Female	17	23	25	13	18	4	40	31
Male	19	23	25	14	16	3	42	30
Other	22	31	30	0	8	8	54	8
Age group								
18-29	18	31	25	12	12	2	49	24
30-49	21	27	24	12	14	3	48	25
50-64	16	20	28	14	19	3	37	32
65+	15	16	25	16	23	5	31	39
Household size								
1 person	17	22	26	12	20	3	39	32
2 persons	15	22	26	16	17	4	37	33
3 or more persons	21	26	25	12	14	2	47	26
Country of birth								
Nordic Region	18	24	26	13	16	3	41	30
Other (EU)	15	18	22	18	22	5	33	40
Other (non-EU)	23	18	19	14	20	5	42	34
Media used to stay informed								
Television	19	18	24	13	22	4	37	35
Radio and/or podcasts	17	25	27	12	16	3	42	28
Press, including printed and online	16	26	27	13	15	3	42	28
Social media	19	24	23	15	16	4	43	30
Other	26	21	25	9	16	4	46	25
Educational attainment								
Primary education	14	20	23	13	23	6	35	36
Secondary education	18	22	26	14	16	4	40	30
University	18	26	25	13	15	3	43	29
No completed education	13	11	14	11	51	NA	24	62
Other	22	21	26	11	17	2	43	29
Employment status								
Employed, including self-employed	20	25	25	12	15	3	46	26
Unemployed	15	20	27	12	17	9	35	29
Student	12	36	24	15	11	2	48	26
Retired	15	16	25	17	23	4	31	39
Other	14	21	26	13	20	6	35	33
Carbon intensity of sector of employment								
Carbon-intensive industries	21	21	26	12	17	3	42	29
Other industries	18	23	25	14	16	3	41	30
Degree of urbanisation								
Cities	16	27	26	13	15	3	43	28

To what extent do you agree or disagree with the following statement: 'Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of age'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Towns and suburbs	19	21	26	13	17	4	40	31
Rural areas	18	21	25	13	19	4	39	32
Type of house								
House	19	22	26	13	17	4	40	30
Apartment	17	26	24	13	17	3	43	30
Other	17	21	27	11	20	5	38	30
Fuels used at home								
District heating or cooling	16	25	25	14	17	4	41	30
Electricity	19	23	26	13	15	3	42	29
Wood and pellets	19	21	28	12	16	4	39	29
Fossil fuels	19	21	23	14	21	3	40	35
Other	20	19	26	16	16	3	39	32
Frequency of use of private motor vehicle								
0-2 days per week	16	24	25	13	18	4	40	31
3-4 days per week	15	23	27	16	16	3	38	32
5-7 days per week	21	23	25	13	15	3	44	28
Frequency of use of private non-motorised vehicles								
0-2 days per week	18	23	25	14	17	3	41	31
3-4 days per week	13	26	27	12	18	5	39	29
5-7 days per week	19	25	25	12	15	4	44	27
Frequency of use of public transport								
0-2 days per week	18	23	25	13	17	3	41	31
3-4 days per week	14	26	28	14	15	3	41	29
5-7 days per week	18	29	24	13	15	2	47	27
Main use of motor vehicle, if any								
Commercial vehicle (e.g., taxi, truck, etc.)	23	20	24	13	19	1	43	32
Commuting to work	22	26	25	11	14	3	47	25
Family use	18	22	27	14	17	3	40	31
Leisure and tourism	19	23	26	14	15	2	42	29
Other uses	25	19	23	13	18	1	45	31

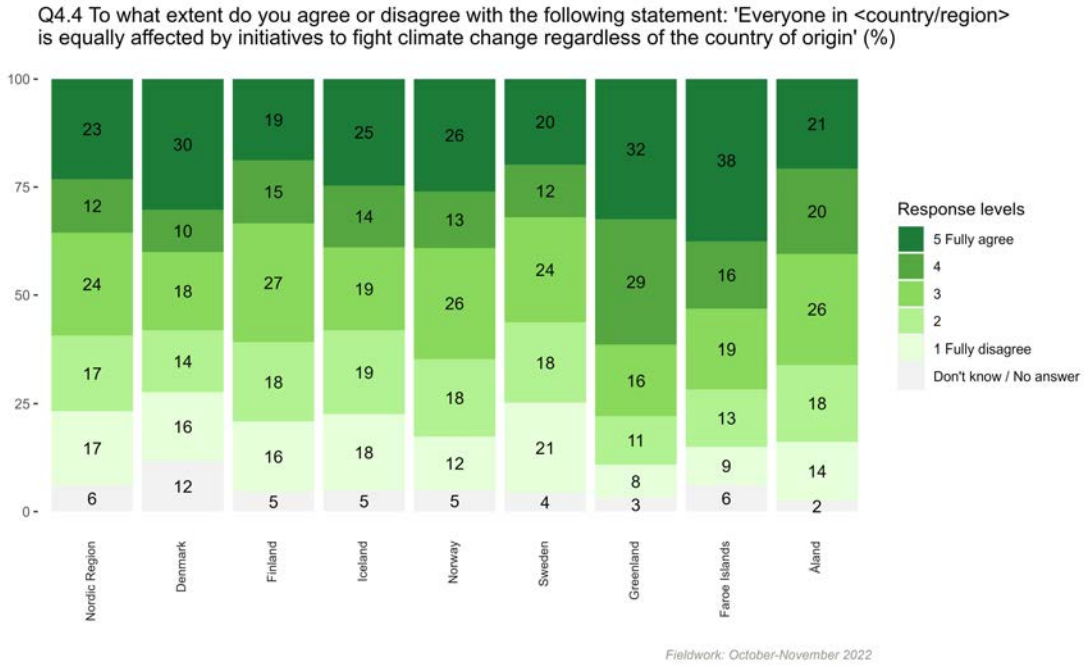
Roughly one third of respondents (35%) concur that climate policies in their country or region have a different impact on social groups, depending on migration status. A slightly smaller proportion (34%) thinks otherwise.

Q4.4 To what extent do you agree or disagree with the following statement: "Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of the country of origin".

The percentage of respondents who agree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of the country of origin, is very similar to the percentage of respondents who disagree with it (35% vs 34%, respectively).



Respondents in Greenland and the Faroe Islands are more likely to agree that climate policies are neutral in terms of country of origin (61% and 54%, respectively). At the opposite end of the spectrum are respondents in Sweden, who are more likely to disagree with this view (39%) than agree with it (32%).



Socio-demographic analysis

The socio-demographic analysis highlights some relevant differences in the response patterns collected at the Nordic Region level. These refer to age, country of origin, occupation and motor vehicle use patterns:

- Respondents aged between 30 and 49 are more likely to disagree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of the country of origin (39%), whereas the same percentage of older adults – 65 or older – are likely to agree with it.
- Respondents born in the Nordic Region are less likely to agree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of the country of origin (35%) compared to those born in an EU country (54%) or another country outside the EU (38%). However, the latter group of foreign citizens is more likely to either totally or partially disagree with this statement (44%) compared to Nordic (34%) and EU nationals (25%).
- Respondents who are employed are more likely to disagree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of the country of origin than to agree with it (37% vs 34%). The opposite holds true for respondents who are retired, who are much more likely to agree with the statement than to disagree with it (39% vs 28%).
- Motor vehicle use patterns also seem to be related to the perceived fairness of climate policies in relation to migration status. Respondents who use motor vehicles to commute to work are less likely to agree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of the country of origin compared to those who use them for family purposes (33% vs 36%, respectively).

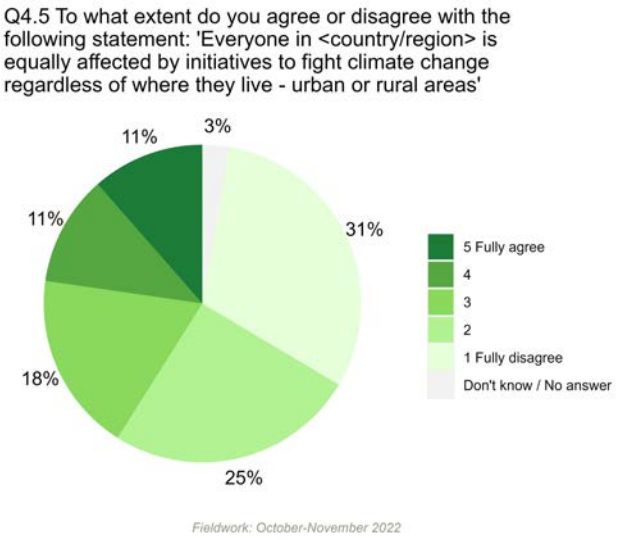
To what extent do you agree or disagree with the following statement: 'Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of the country of origin'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Total Nordic Region	17	17	24	12	23	6	35	36
Gender								
Female	16	18	23	12	24	7	34	36
Male	18	17	24	13	23	5	35	36
Other	22	16	38	24	NA	0	38	24
Age group								
18-29	16	20	23	13	23	5	37	35
30-49	20	19	25	11	21	5	39	31
50-64	17	17	23	13	25	4	34	38
65+	15	13	23	14	25	9	28	39
Household size								
1 person	16	17	23	11	25	7	33	37
2 persons	16	17	25	13	22	6	33	36
3 or more persons	19	19	24	12	22	5	38	34
Country of birth								
Nordic Region	17	18	24	12	23	6	34	35
Other (EU)	14	11	15	22	32	6	25	54
Other (non-EU)	28	16	13	11	27	4	44	38
Media used to stay informed								
Television	17	15	21	14	25	9	32	39
Radio and/or podcasts	19	16	26	11	23	4	35	34
Press, including printed and online	16	19	26	12	23	5	35	34
Social media	18	17	23	13	23	7	34	36
Other	27	20	20	8	20	6	46	28
Educational attainment								
Primary education	17	15	20	13	28	7	32	41
Secondary education	17	17	25	13	22	6	34	36
University	17	19	24	12	23	5	36	35
No completed education	10	19	13	5	54	NA	29	58
Other	18	16	23	12	21	9	35	33
Employment status								
Employed, including self-employed	19	19	24	12	23	5	37	34
Unemployed	22	17	15	14	23	9	39	37
Student	14	22	26	12	21	5	36	33
Retired	15	13	24	14	25	9	28	39
Other	14	17	22	14	23	9	32	37
Carbon intensity of sector of employment								
Carbon-intensive industries	20	15	24	12	23	5	35	36
Other industries	17	18	24	12	23	6	35	35
Degree of urbanisation								
Cities	16	19	25	11	22	6	35	34

To what extent do you agree or disagree with the following statement: 'Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of the country of origin'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Towns and suburbs	17	16	24	12	24	6	34	36
Rural areas	18	16	23	14	23	6	33	37
Type of house								
House	18	16	24	13	23	6	34	36
Apartment	17	19	23	12	23	6	36	35
Other	13	19	23	11	27	8	31	38
Fuels used at home								
District heating or cooling	16	19	24	12	22	7	35	35
Electricity	18	18	25	13	22	5	36	35
Wood and pellets	18	16	25	14	23	5	33	36
Fossil fuels	16	16	21	14	28	6	32	41
Other	18	16	24	15	23	5	34	38
Frequency of use of private motor vehicle								
0-2 days per week	16	18	23	13	24	6	34	36
3-4 days per week	16	19	26	11	23	6	34	33
5-7 days per week	19	17	23	13	23	5	35	36
Frequency of use of private non-motorised vehicles								
0-2 days per week	17	17	25	13	23	5	34	36
3-4 days per week	14	20	23	13	24	6	34	37
5-7 days per week	21	16	22	12	22	7	37	34
Frequency of use of public transport								
0-2 days per week	17	17	24	13	23	6	35	36
3-4 days per week	14	20	28	12	21	6	34	33
5-7 days per week	19	19	23	9	26	5	38	35
Main use of motor vehicle, if any								
Commercial vehicle (e.g., taxi, truck, etc.)	20	17	25	11	23	4	37	34
Commuting to work	20	18	24	12	22	5	37	33
Family use	17	16	25	13	23	6	34	36
Leisure and tourism	17	18	26	13	21	5	35	34
Other uses	21	21	20	8	25	4	42	34

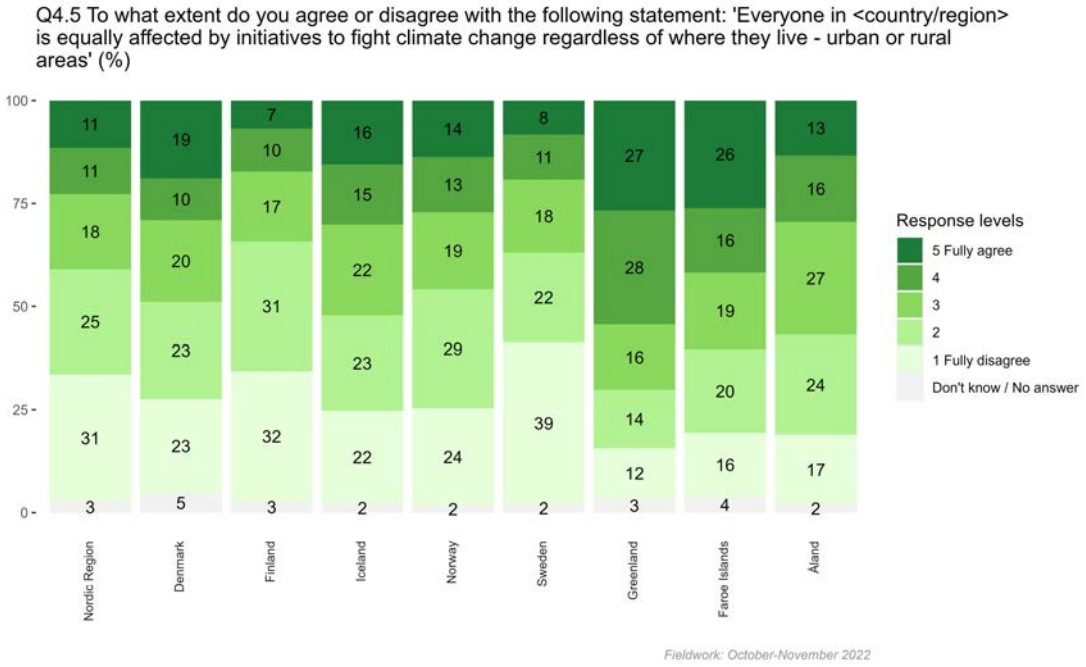
More than half of respondents (56%) agree that climate policies affect some geographic areas in their countries more than others. Only one fifth of respondents (22%) have the opposite view.

Q4.5 To what extent do you agree or disagree with the following statement: "Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of where they live – urban or rural areas".

Respondents are likely to disagree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of the type of region where they live, either rural or urban (56%). Less than a quarter (22%) of the interviewed people in the Nordic Region agree with the statement.



Looking at the differences across countries, the likelihood that respondents disagree with the statement is higher in the largest and most urbanised countries and regions, including Finland (63%), Sweden (61%), and Norway (53%). The only regions where respondents are likely to agree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of where they live – urban or rural areas – are Greenland (55%) and the Faroe Islands (42%).



Socio-demographic analysis

The socio-demographic characteristics of respondents affect their replies regarding the extent to which climate mitigation policies affect people equally regardless of where they live, in urban or rural areas. Relevant differences are found for age groups, household size, country of origin, media used to keep informed, educational attainment, occupation status, degree of urbanisation and motor vehicle use patterns:

- Scepticism regarding the neutrality of climate policies from the perspective of the degree of urbanisation tends to decrease with the age of individuals. Respondents younger than 50 are more likely to disagree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of the type of region where they live, either rural or urban (65-66%). As the age of respondents increases, the percentage of people who disagree with the statement declines, particularly among those who have already turned 65 (40%).
- Respondents who live in larger households of three or more persons are more likely to disagree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of where they live – urban or rural areas (63%). This compares to respondents living in smaller households comprising one or two persons (51% and 54%, respectively).
- Respondents born in the Nordic Region are likely to disagree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of where they live – urban or rural areas (57%), in sharp contrast to those born in countries outside the Nordic Region (38%).
- Respondents who mostly use TV to keep themselves informed are more likely to say that climate policies affect everyone in a similar way regardless of the type of region where they live, either rural or urban, compared to those who keep themselves informed using online or printed press (28% vs 20%).
- Respondents with a primary level of educational attainment are more likely to agree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of where they live – urban or rural areas (33%) compared to those with a secondary qualification (25%) or university degree (19%).
- Respondents who are employed or enrolled in education are likely to disagree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of the type of region where they live, either rural or urban (63% and 67%, respectively) to a larger extent than respondents who are already retired (39%).

- Respondents living in municipalities classified as urban are more likely to disagree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of where they live – urban or rural areas (60%). This compares to those living in municipalities classified as towns and suburbs (53%), and those considered to be rural (55%).
- Among respondents who own a motor vehicle, those who use it mostly for professional reasons, including commercial vehicle use, are more likely to agree with the statement that everyone in their respective country or region is equally affected by initiatives to fight climate change regardless of where they live – urban or rural areas (30%). This percentage is significantly higher than that observed among respondents who mostly use their motor vehicle for commuting or leisure activities (20% and 21%, respectively).

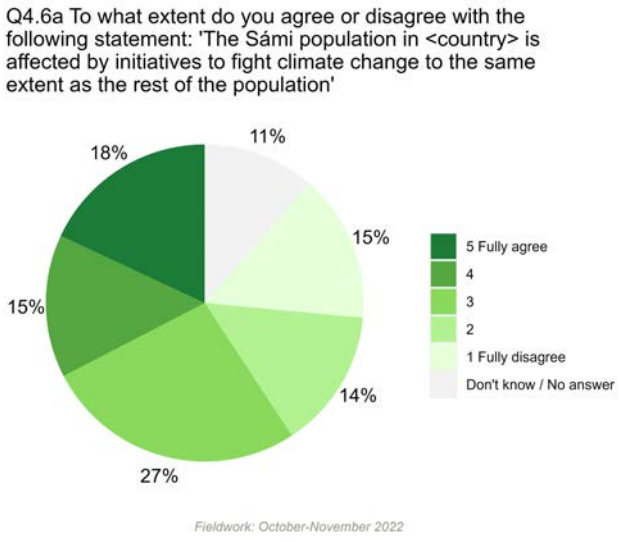
To what extent do you agree or disagree with the following statement: 'Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of where they live'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Total Nordic Region	31	25	18	11	11	3	56	23
Gender								
Female	28	27	19	11	11	3	55	22
Male	33	24	17	12	12	2	57	23
Other	30	31	14	8	16	NA	62	24
Age group								
18-29	39	27	15	9	8	2	66	17
30-49	36	29	15	9	8	2	66	18
50-64	28	25	19	12	14	2	54	25
65+	20	20	25	15	16	5	39	31
Household size								
1 person	29	22	20	12	14	3	51	26
2 persons	28	26	19	13	11	3	54	23
3 or more persons	35	28	16	9	10	2	63	19
Country of birth								
Nordic Region	31	26	18	11	11	3	57	22
Other (EU)	18	20	13	26	20	2	38	46
Other (non-EU)	23	15	29	11	19	3	38	29
Media used to stay informed								
Television	26	21	21	12	15	4	48	28
Radio and/or podcasts	31	27	20	8	12	2	58	20
Press, including printed and online	33	29	16	11	9	2	62	20
Social media	31	22	19	14	11	2	53	25
Other	43	19	14	10	10	3	62	20
Educational attainment								
Primary education	18	18	25	16	17	5	37	33
Secondary education	33	22	17	12	12	3	55	25
University	31	30	18	10	9	2	61	19
No completed education	15	17	18	11	39	0	32	50
Other	30	24	20	10	12	3	54	22
Employment status								
Employed, including self-employed	35	28	16	10	10	2	63	20
Unemployed	28	25	16	8	17	6	53	25
Student	38	29	14	10	8	1	67	18
Retired	20	19	26	15	16	5	39	31
Other	29	28	19	8	11	4	58	19
Carbon intensity of sector of employment								
Carbon-intensive industries	33	20	19	12	13	3	53	25
Other industries	30	27	18	11	11	3	57	22
Degree of urbanisation								
Cities	31	29	18	11	9	2	60	20

To what extent do you agree or disagree with the following statement: 'Everyone in <country/region> is equally affected by initiatives to fight climate change regardless of where they live'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Towns and suburbs	29	24	20	12	13	3	53	24
Rural areas	33	22	18	11	13	2	55	25
Type of house								
House	31	26	18	11	12	2	56	23
Apartment	31	25	18	11	11	3	57	22
Other	25	25	20	11	16	4	50	27
Fuels used at home								
District heating or cooling	28	26	20	11	12	3	54	23
Electricity	33	26	17	11	11	2	59	22
Wood and pellets	34	23	17	12	12	2	57	23
Fossil fuels	25	24	22	12	14	3	49	26
Other	32	25	18	14	9	2	57	23
Frequency of use of private motor vehicle								
0-2 days per week	29	25	20	11	12	3	54	23
3-4 days per week	29	28	17	13	10	3	57	23
5-7 days per week	34	25	17	11	11	2	59	22
Frequency of use of private non-motorised vehicles								
0-2 days per week	31	25	18	12	12	3	56	24
3-4 days per week	29	27	20	10	11	2	56	21
5-7 days per week	32	26	20	8	10	3	59	19
Frequency of use of public transport								
0-2 days per week	31	25	18	11	12	2	56	23
3-4 days per week	28	31	16	12	10	3	59	22
5-7 days per week	34	24	20	11	10	2	58	21
Main use of motor vehicle, if any								
Commercial vehicle (e.g., taxi, truck, etc.)	34	18	17	15	15	0	52	30
Commuting to work	36	28	15	10	10	2	64	20
Family use	31	25	19	11	11	2	56	22
Leisure and tourism	32	27	18	11	10	2	60	21
Other uses	40	23	16	10	9	2	63	19

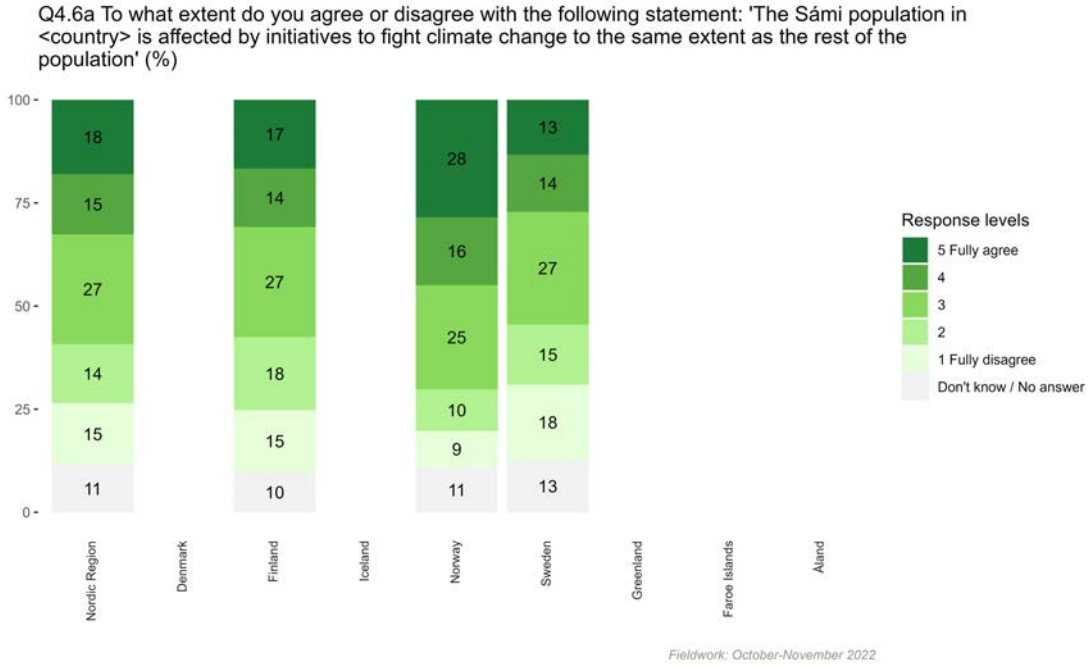
Three in ten respondents in Finland, Norway and Sweden (29%) concur that the Sámi population is disproportionally affected by climate mitigation policies. A slightly greater proportion of respondents (33%) hold the opposite view.

Q4.6a To what extent do you agree or disagree with the following statement: "The Sámi population in <country> is affected by initiatives to fight climate change to the same extent as the rest of the population".

Respondents in the countries where Sámi are a minority, namely Finland, Norway and Sweden, are very divided when it comes to evaluating the impact of climate policies on this social group in comparison to others. A similar proportion of respondents are likely to agree or disagree with the statement that the Sámi population in their respective country are affected by initiatives to fight climate change to the same extent as the rest of the population (33% vs 29%).



Looking at national differences, respondents in Norway clearly stand out from the rest. Here, respondents are more likely to agree with the statement that the Sámi population in their country is affected by initiatives to fight climate change to the same extent as the rest of the population compared to other countries (44% in Norway, 31% in Finland, 27% in Sweden).



Socio-demographic analysis

The socio-demographic analysis highlights important differences between respondents in terms of how the respond to this specific question on the Sámi population. These differences are more significant for age, type of occupation, frequency of private motor vehicle use, as well as degree of urbanisation and related variables, namely type of dwelling and fuels used at home:

- Younger respondents are inclined to disagree with the statement that the Sámi population in their respective country are affected by initiatives to fight climate change to the same extent as the rest of the population (34% among those who are younger than 30 years old), compared to older adults (25%, among respondents who have already turned 65).
- Respondents living in cities are more likely to disagree with the statement that the Sámi population in their respective country is affected by initiatives to fight climate change to the same extent as the rest of the population (34%) compared to those living in towns and suburbs (27%) or rural (26%) areas.
- Respondents who live in houses are more likely to agree with the statement that the Sámi population in their respective country is affected by initiatives to fight climate change to the same extent as the rest of the population (35%) compared to those who live in apartments (29%).
- Respondents whose homes are connected to district heating are more likely to disagree with the statement that the Sámi population in their respective country is affected by initiatives to fight climate change as the rest of the population (32%) compared to those using other energy systems to keep their homes at comfortable temperature. Conversely, respondents who use wood and pellets as the main fuel to keep a comfortable temperature at home are more likely to agree with the statement (40%) compared to those who use district heating (28%).

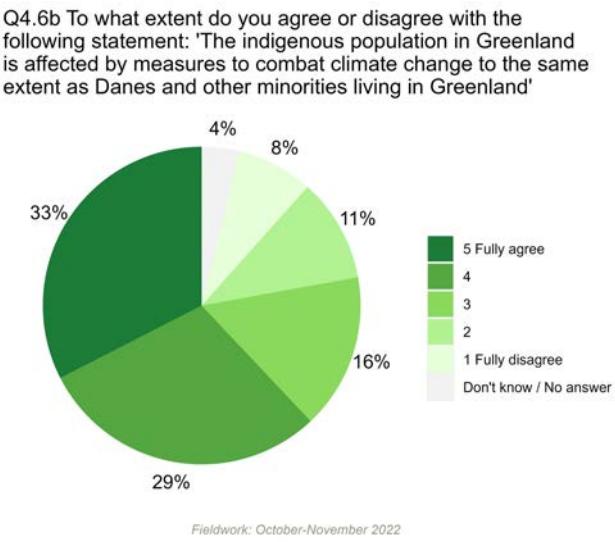
To what extent do you agree or disagree with the following statement: 'The Sámi population in <country> is affected by initiatives to fight climate change to the same extent as the rest of the population'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Total Nordic Region	15	14	27	15	18	11	29	33
Gender								
Female	15	13	26	14	18	14	28	32
Male	15	16	27	15	18	9	30	34
Other	17	9	40	17	9	9	26	26
Age group								
18-29	17	16	30	11	13	12	34	24
30-49	16	14	28	13	14	14	30	27
50-64	14	14	27	13	22	10	29	35
65+	13	12	23	21	23	8	25	43
Household size								
1 person	15	14	26	14	19	11	29	33
2 persons	15	13	27	15	19	10	29	34
3 or more persons	14	16	28	14	17	12	30	30
Country of birth								
Nordic Region	15	15	27	14	18	12	29	32
Other (EU)	18	4	35	16	18	9	22	34
Other (non-EU)	20	13	13	23	23	8	32	46
Media used to stay informed								
Television	14	13	25	17	21	10	27	38
Radio and/or podcasts	16	17	26	16	17	8	33	33
Press, including printed and online	14	15	29	12	17	12	29	30
Social media	17	13	26	16	15	13	30	31
Other	17	18	19	14	20	12	35	34
Educational attainment								
Primary education	14	14	22	17	23	9	28	40
Secondary education	15	14	28	15	19	10	29	33
University	15	14	26	14	16	13	30	31
No completed education	NA	NA	10	30	60	NA	NA	90
Other	14	16	27	13	17	13	31	30
Employment status								
Employed, including self-employed	16	14	28	13	17	13	30	30
Unemployed	24	20	28	5	13	10	44	19
Student	18	19	28	11	14	10	37	25
Retired	12	13	24	21	22	8	25	43
Other	14	11	24	13	22	16	26	34
Carbon intensity of sector of employment								
Carbon-intensive industries	13	16	26	16	19	9	29	36
Other industries	16	13	27	14	18	12	29	33
Degree of urbanisation								

To what extent do you agree or disagree with the following statement: 'The Sámi population in <country> is affected by initiatives to fight climate change to the same extent as the rest of the population'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Cities	16	17	26	14	14	13	34	27
Towns and suburbs	14	13	27	16	20	10	27	35
Rural areas	13	12	26	15	23	10	26	38
Type of house								
House	14	14	26	16	19	11	28	35
Apartment	16	15	27	13	17	12	32	29
Other	15	11	31	17	15	11	26	32
Fuels used at home								
District heating or cooling	16	16	28	13	15	12	32	28
Electricity	14	14	25	16	20	10	28	36
Wood and pellets	13	13	23	16	24	11	26	40
Fossil fuels	20	11	32	16	11	10	31	27
Other	13	11	30	18	17	10	24	35
Frequency of use of private motor vehicle								
0-2 days per week	16	15	25	14	18	11	31	32
3-4 days per week	13	14	29	16	18	9	28	34
5-7 days per week	15	14	27	15	18	12	29	33
Frequency of use of private non-motorised vehicles								
0-2 days per week	14	14	27	15	19	11	29	34
3-4 days per week	15	14	27	15	16	13	29	31
5-7 days per week	20	14	28	11	16	11	34	28
Frequency of use of public transport								
0-2 days per week	15	14	26	15	19	11	29	34
3-4 days per week	19	15	27	14	15	11	33	29
5-7 days per week	17	17	28	15	11	12	34	26
Main use of motor vehicle, if any								
Commercial vehicle (e.g., taxi, truck, etc.)	16	9	30	17	21	7	25	37
Commuting to work	16	14	27	14	17	12	30	31
Family use	14	15	26	15	20	11	29	34
Leisure and tourism	15	15	25	14	19	11	30	33
Other uses	16	10	35	11	20	8	26	31

Two thirds of respondents in Greenland (62%) agree that indigenous and foreign population in the territory are equally affected by climate mitigation policies.

Q4.6b To what extent do you agree or disagree with the following statement: "The indigenous population in Greenland is affected by measures to combat climate change to the same extent as Danes and other minorities living in Greenland".

Respondents in Greenland are more likely to agree with the statement that the indigenous population in the autonomous region, mostly Inuit, is affected by measures to combat climate change to the same extent as Danes and other minorities living in Greenland. Roughly a third of people interviewed (33%) fully agree with this statement, with another 29% of respondents expressing moderate agreement. Respondents in Greenland are less likely to disagree with the view that climate policies affect all indigenous residents in a similar fashion to other inhabitants of Greenland. Less than one in five respondents (19%) disagree with the statement.



Socio-demographic analysis

With this survey question, the socio-demographic analysis does not contribute to a substantially more nuanced interpretation of the results. However, a few significant characteristics relating to the age of respondents, household size and media usage emerge:

- Older respondents are more inclined to agree with the statement that the indigenous population in the autonomous region is affected by measures to combat climate change to the same extent as Danes and other minorities living in Greenland. Roughly 78% of respondents aged 65 or older agree with the statement, in contrast to 55% of those in the 30-59 age group.
- Respondents living alone are more likely to disagree with the claim that the indigenous population in the autonomous region is affected by measures to combat climate change to the same extent as Danes and other minorities living in Greenland. In single-person households, 27% disagree with the statement compared to just 16-17% among respondents living in larger households.

- Respondents who keep themselves informed through radio and podcasts are more likely to agree with the statement that the indigenous population in the autonomous region is affected by measures to combat climate change to the same extent as Danes and other minorities living in Greenland than those who keep informed through the press (74% vs 57%).

To what extent do you agree or disagree with the following statement: 'The indigenous population in Greenland is affected by measures to combat climate change to the same extent as Danes and other minorities living in Greenland'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Gender								
Female	7	9	16	33	29	6	16	62
Male	8	12	16	26	36	2	20	62
Other	NA	NA	NA	NA	NA	NA	NA	NA
Age group								
18-29	6	8	17	25	35	9	14	60
30-49	10	12	19	27	29	4	22	55
50-64	9	12	13	32	33	2	21	64
65+	4	11	7	39	39	NA	15	78
Household size								
1 person	12	14	13	29	27	4	27	56
2 persons	8	9	21	28	31	3	17	59
3 or more persons	6	10	14	32	35	4	16	66
Country of birth								
Nordic Region	8	11	16	29	33	4	18	62
Other (EU)	NA	NA	NA	NA	NA	NA	NA	NA
Other (non-EU)	NA	NA	NA	NA	NA	NA	NA	NA
Media used to stay informed								
Television	8	4	9	44	29	5	13	73
Radio and/or podcasts	6	11	8	28	46	1	17	74
Press, including printed and online	8	13	17	27	30	5	21	57
Social media	8	5	30	17	40	NA	13	57
Other	NA	21	79	NA	NA	NA	21	NA
Educational attainment								
Primary education	11	13	15	21	34	6	24	55
Secondary education	7	10	15	34	32	3	17	65
University	7	11	20	19	36	7	18	56
No completed education	10	20	20	21	30	NA	30	50
Other	NA	NA	14	31	36	19	NA	67
Employment status								
Employed, including self-employed	8	11	17	30	30	4	19	60
Unemployed	12	14	23	13	33	5	26	46
Student	10	6	10	29	45	NA	16	74
Retired	6	9	9	38	37	NA	16	75

To what extent do you agree or disagree with the following statement: 'The indigenous population in Greenland is affected by measures to combat climate change to the same extent as Danes and other minorities living in Greenland'	1 Fully disagree	2	3	4	5 Fully agree	Don't know, don't say	Bottom box [1+2]	Top box [4+5]
Other	NA	NA	13	NA	66	21	NA	66
Carbon intensity of sector of employment								
Carbon-intensive industries	7	12	17	35	28	2	18	63
Other industries	10	8	15	15	43	9	18	58
Degree of urbanisation								
Cities	NA	NA	NA	NA	NA	NA	NA	NA
Towns and suburbs	6	12	17	25	34	5	19	59
Rural areas	10	8	15	32	32	3	18	64
Type of house								
House	8	8	15	35	30	3	16	66
Apartment	7	13	16	26	34	4	20	60
Other	13	NA	23	8	43	14	13	50
Fuels used at home								
District heating or cooling	9	8	17	28	36	1	18	64
Electricity	6	14	17	31	28	3	20	60
Wood and pellets	NA	39	NA	20	20	20	39	40
Fossil fuels	8	9	14	30	35	4	16	65
Other	NA	NA	NA	43	48	9	NA	91
Frequency of use of private motor vehicle								
0-2 days per week	7	11	16	33	29	4	18	62
3-4 days per week	23	12	31	12	22	NA	35	34
5-7 days per week	8	10	14	21	43	4	17	65
Frequency of use of private non-motorised vehicles								
0-2 days per week	8	11	16	30	32	4	18	62
3-4 days per week	18	NA	13	34	36	NA	18	70
5-7 days per week	NA	22	NA	NA	78	NA	22	78
Frequency of use of public transport								
0-2 days per week	7	10	16	30	33	3	17	64
3-4 days per week	8	14	21	18	39	NA	22	57
5-7 days per week	16	14	9	31	23	8	29	53
Main use of motor vehicle, if any								
Commercial vehicle (e.g., taxi, truck, etc.)	12	7	17	19	36	8	19	55
Commuting to work	8	11	12	22	43	4	19	65
Family use	10	10	11	24	40	5	20	64
Leisure and tourism	NA	3	19	32	38	8	3	70
Other uses	NA	NA	100	NA	NA	NA	NA	NA

7. Conclusions

The survey presented in this report reveals that Nordic citizens are concerned about climate change. Many people are willing to increase efforts to fight climate change, even if this entails a personal contribution in terms of higher taxes or behavioural change. The survey shows that different social groups perceive the impacts of climate change and climate mitigation policies in different ways. In general, attitudes towards climate policies and perceptions regarding their fairness are conditioned by socio-demographic factors such as gender, age, employment status, type of housing and transport behaviour.

General attitudes towards climate change and climate policies

The first part of this report explores general attitudes towards climate change and climate policies. This section shows that seven in ten (71%) respondents think that climate change is a serious or very serious problem, particularly among the youngest age group (18-29 years). Three in four (74%) interviewed persons in this group share this view. Those with a university degree are more concerned about climate change (83%) than those with primary or secondary education (57% and 62%, respectively). Approximately half (48-51%) of respondents in all age groups agree that more financial resources should be invested in preventing climate change, even if this would imply an increase in taxes.

The survey results show that women in the Nordic Region are more concerned about climate change than men (79% compared to 64%). It also reveals that people living in urban areas are more worried about climate change (82%) than those who live in towns and suburbs (68%) or in rural areas (62%). Urban dwellers are also more positive about investing more resources in preventing climate change (59%) than those who live in rural areas (39%) and in towns and suburbs (46%).

More than half of the respondents (52%) agree that taking further action on climate change would be beneficial for the economy. Students, unemployed and retired people are more likely to agree with this view (55%, 57% and 55%, respectively) than those currently in employment, including the self-employed (50%). Those employed in carbon-intensive sectors are less positive about the expected economic impact of climate policies than those who work in other economic sectors (41% compared to 55%). They are also more concerned about the risk of job losses during the transition to a low-carbon economy than those employed in sectors with lower carbon intensity (37% compared to 24%). Concerns about this issue are also higher among those who live in rural areas (31%) or towns and suburbs (30%) compared to those who live in cities (22%).

Present and future effects of climate change mitigation policies on individuals and households

The central part of the survey explores perceptions regarding the present and future impacts of climate policies. Such challenges are perceived differently depending on specific socio-demographic conditions. Nearly one fourth (23%) of respondents state that high energy costs mean they are struggling to keep their homes at a comfortable temperature. Those living in houses report being more impacted (27%) than those living in apartments (18%), and those using fossil fuels to heat their homes are most affected (44%). The risk of energy poverty is also higher among non-EU immigrants to the Nordic Region. Those who say they are struggling to keep their homes at a comfortable temperature range from 23% among Nordic-born citizens to 37% among non-EU immigrants. Nearly three in ten respondents (28%) have modified their transportation behaviour during the last year due to high fuel costs. This proportion is substantially greater among those living in towns and suburbs (32%) compared to those who live in rural areas (29%) or cities (23%).

The majority of the Nordic population (52%) states that current climate policies have a neutral effect on their household economies. However, 28% of respondents say they are negatively impacted by climate policies in economic terms. Men report being negatively affected more frequently than women (33% vs 22%, respectively). People who live in houses are more likely to claim they are being negatively impacted than people who live in apartments (31% and 23%, respectively).

Nearly half (45%) of the respondents in the Nordic Region agree that climate initiatives will improve health and well-being, and half of the respondents (50%) think that climate change initiatives will lead to more sustainable lifestyles in their area. However, half (51%) of the Nordic population expect to see increases in prices and the cost of living as a consequence of climate policies, and those who believe that climate policies will create jobs and improve working conditions in the areas where they live (31% and 24%, respectively) are outnumbered by those who believe the opposite (35% and 34%, respectively).

Fairness of climate policies

The last section of the report looks at how the Nordic people perceive the fairness of climate policies in distributional terms. In the survey, the respondents were asked to judge to what extent they agree or disagree that everyone in their country or territory is equally affected by initiatives to fight climate change regardless of personal earnings, gender, age, country of origin and where they live – cities or rural areas. The results show that the Nordic people believe climate change

initiatives affect citizens in different ways depending on their demographic, socioeconomic and territorial backgrounds.

More than half of the respondents (56%) disagree that everyone is equally affected by initiatives to fight climate change regardless of earnings. Only 22% agree with this statement. Younger age groups are more pessimistic than older age groups on this point (66% in the 18-29 age group compared to 41% in the 65+ group). Almost half of respondents (48%) agree that climate policies are fair from a gender perspective, while 25% disagree with this statement and 23% are neutral.

Roughly one in three (30%) respondents in the Nordic Region agree that people are equally affected by climate change initiatives regardless of age, 41% disagree with this statement and 25% are neutral. More than one third (35%) of the Nordic population agree that everyone is equally affected by initiatives to fight climate change regardless of the country of origin, while 34% of them disagree. More than half of respondents (56%) think that the impact of climate initiatives differs between rural and urban areas, while only 22% think that all areas are equally affected. Respondents who live in cities are more likely to respond that climate policy impacts differ between rural and urban areas (60%) than respondents who live in rural areas (55%) and towns and suburbs (53%). One third (33%) of respondents in the survey think that the Sámi population is affected by climate change initiatives to the same extent as the rest of the population. In Greenland, a majority of the population (62%) agrees that the indigenous population in Greenland is equally affected by measures to combat climate change.

The results from this survey conducted in the autumn of 2022, show that the population in the Nordic Region perceive the impacts of climate mitigation policies in different ways. These results can raise awareness and stimulate debate about the implementation of climate mitigation policies for a just green transition.

8. References

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Annex 1: Technical design

A1.1. Coverage and target population

The survey was carried out between 4 October and 30 November 2022 in the five countries (Denmark, Finland, Iceland, Norway, Sweden) and three self-governing territories and autonomous regions (Åland, Faroe Islands and Greenland) of the Nordic Region. The target population was adults (18 years and older) in each country/region. The survey was run and coordinated by Novus[5] and the data collection (fieldwork) was performed by Norstat[6].

A1.2. Sampling method

Respondents were selected though a simple random (probability) sampling method. For each country and region, target quotas/strata were defined based on interlocked gender-age groups. The quotas were calculated using the most recent official population data.

In all areas, except Iceland, random samples were built using customer lists provided by telephone operators, through a single (mobile) or dual (mobile and landline) frame Random Digit Dialling (RDD) design, as appropriate. In Iceland, the sample was drawn from a national register covering the entire Icelandic population, including the resident population with an Icelandic social security number.

A1.3. Fieldwork

Sample size and timeline

A total of 5,178 telephone interviews were conducted in the whole of the Nordic Region. Table A2.1 provides an overview of the number of interviews per country and autonomous region and the timescale of the campaign.

[5] Novus (https://novus.se) is an analysis and research company based in Sweden. Through international networks and ad-hoc agreements with peer companies in other countries, Novus has the capacity to conduct surveys in 50 countries worldwide. Novus is a member of ESOMAR and acts as the Swedish representative to Gallup International.
[6] Norstat is a data collection company active in the market research industry in Europe. It was founded in Norway in 1997 and has been active in Sweden through Norstat Sverige since 2002 (https://norstat.se/). Norstat is a member of ESOMAR.

Table A2. 1 Interviews per area and period

Country	Number of interviews	Fieldwork period
Sweden	908	4 Oct – 6 Nov
Norway	909	4 Oct – 29 Oct
Denmark	910	5 Oct – 27 Oct
Finland	901	28 Sep – 17 Nov
Iceland	380	11 Oct – 9 Nov
Åland	383	7 Oct – 30 Nov
Faroe Islands	382	10 Oct - 7 Nov
Greenland	405	10 Oct – 29 Nov
Total	5178	4 Oct – 30 Nov

Interview method

The interviews were conducted using Computer Assisted Telephone Interview (CATI) systems. The telephone calls were processed until a person replied (and accepted/declined to be interviewed) or after six call attempts in a row without anyone answering. Norstat carried out the interviews in all countries and regions, with the exception of Iceland, where the interviews were conducted by Gallup Iceland[7]. The interviews were held in the local languages that are most frequently spoken in each country and region, with the exception of the Faroe Islands, where the interviews were conducted in Danish. The questionnaires were originally written in English and then translated into all Nordic languages by mother-tongue researchers at Nordregio. The only exception was Greenlandic, which was translated by a professional translator.

The interviews in Sweden and Åland were done from Norstat's call centre in Linköping. The Norwegian interviews were conducted by Norstat Norway from its call centre in Trondheim. The Danish, Greenlandic and Faroese interviews were conducted from a call centre in Aarhus. The interviews in Finnish were coordinated from the CATI facility that Norstat Finland[8] has in Pori. Gallup Iceland held the telephone interviews from a call centre located in Reykjavík.

A1.4. Quality assurance

All the Norstat data operators involved in fieldwork have quality management systems that define consistent procedures for hiring and training interviewers and monitoring their performance. Before the fieldwork started, interviewers were briefed about the purpose and

[7] Gallup Iceland (Gallup á Íslandi. https://www.gallup.is/) was founded in 1992, when the market research company Icelandic Market Research was integrated in Gallup. Gallup is a member of ESOMAR.
[8] https://norstat.fi/

target group of the survey, and the questionnaires were tested through a pilot phase in each country and region. Particular attention was paid to the clarity and understandability of the questionnaires. Based on the tests, two questions in the Danish version of the questionnaire were slightly amended.

Data validation and corrections

The fieldwork campaign was continuously monitored by Novus, in close coordination with Norstat. The data were continuously checked and cross-validated for potential deviations and inconsistencies, including missing values and outliers. Two issues were identified and addressed. Both refer to question SD5 on household composition by age band (see Annex 2):

- A small proportion of respondents in all countries (2-3%) had difficulties answering this specific socio-demographic profiling question. In Greenland, a systematic inconsistency was found, as many respondents forgot to include themselves in the answer. This issue was corrected in the master data file. In Denmark, many respondents (roughly 10%) did not know how to reply to this question. These persons were recontacted, and their replies were updated.
- Five cases of atypical values (statistically significant outliers) were identified. Responses in Denmark, Åland and Sweden included one outlier in each country, whereas two of these atypical values were found in Norway. In Denmark and Norway, the age of the respondent had been registered instead of the number of people in that specific age group. This was corrected on the master table. In Åland and Sweden the atypical values were changed to the "Don't know / don't say" option.

A1.5. Data processing

Post-stratification

Once the fieldwork was completed, responses within each country and region were weighted according to the same interlocked gender-age groups that were used as target quotas. This was adjusted for smaller differences in the overall distribution of the sample. Due to the target quotas being reached within a reasonable margin, these adjustments were relatively light.

A second adjustment was also calculated for individual countries and regions to enable unbiased estimation of population parameters in combined Nordic estimates. Such weights account for the obvious differences in population sizes between the various countries and regions, and results in a wider weight-span than the one calculated on interlocked gender-age groups within each

country or region. Considering that the self-governing and autonomous regions (Åland, Greenland and Faroe Islands), as well as the smaller countries (Iceland), are deliberately overrepresented in the sample, the contribution of these areas to the overall results is weighted down. Conversely, individual responses in the largest countries (Sweden and, to a lesser extent, Denmark, Finland, and Norway) were weighted up to account for the larger populations of these countries.

Calculating household size

With the answers of each age group in question SD5 (see Annex 2), it was possible to calculate the total household size as well as creating size categories by age bands for further analysis.

Degree of Urbanisation (DEGURBA) classification

All respondents who provided a valid postal code on question SD1 (see Annex 2) were classified according to the Degree of Urbanisation (DEGURBA) definition developed by Eurostat[9]. The latest update of the classification is based on a 2011 population grid and the 2016 Local Administrative Units (LAU) boundaries. The classification operates with three levels of urbanisation (Cities, Towns and Suburbs, Rural areas), which are defined based on total population and population density within a defined geographic area.

The postal code provided by respondents was used to assign them to one DEGURBA level according to the correspondence table for the NUTS classification (EC) 1059/2003 developed by Eurostat (GISCO), as part of the Tercet Regulation (EU) 2017/2391[10]. This table includes the location of postal codes, NUTS codes and the Degree of Urbanisation classification across the EU, EFTA and candidate countries.

Unfortunately, this dataset is not comprehensive and many postal codes in several areas are missing. Greenland and Faroe Islands are not included at all. In Iceland, the classification only includes Reykjavik and its suburbs in the south-eastern area. In Åland, Norway and Sweden several newer postal codes are missing. To fill these gaps, the correspondence table provided by GISCO was post-processed by Nordregio. The missing postal codes were added to the database and assigned to the relevant DEGURBA class (cities, towns and suburbs, and rural areas) according to the same classification criteria defined by Eurostat[11]. To do so, the postal code lists were first geolocated using spatial correspondence layers retrieved from different sources.

Processing differed from area to area, as detailed below:

[9] https://ec.europa.eu/eurostat/web/degree-of-urbanisation/background
[10] https://ec.europa.eu/eurostat/web/gisco/geodata/reference-data/postal-codes
[11] https://ec.europa.eu/eurostat/web/degree-of-urbanisation/methodology

- In the Faroe Islands, postal code information was obtained from the Foroyakort site curated by Umhvørvisstovan, the Faroese Mapping Authority. This service provides a spatial database including postal codes by address and municipality[12]. Three missing postal codes were manually added to this table. Subsequently, the municipalities were classified in terms of degree of urbanisation according to the methodology developed by Eurostat. All Faroese municipalities were classified as rural, except for Tórshavn and Klaksvík, which were included in the towns and suburbs class. These are the only two municipalities with more than 5,000 inhabitants[13]. Tórshavn has roughly 21,900 inhabitants and Klaksvík around 5,200. The population in this latter municipality is generally concentrated in the main urban cluster (Klaksvík, pop 5,016), which justifies its classification in the intermediate class.
- Since the six Greenlandic municipalities are very large in terms of surface and the postal code list includes only 32 entries[14], the matching here was done manually. All the municipalities were classified as rural, with the exception of Sermersooq (pop 23,123), whose inhabitants concentrate in Nuuk (pop 19,279), and Qeqqata (pop 9,378), where most people live in the town of Sisimiut (pop 5, 620). These areas were classified as towns and suburbs.
- In Iceland, the combination of postal code and administrative information was done on the basis of a spatial join of an address point layer retrieved from the Icelandic INSPIRE Geoportal[15], and the administrative boundaries layer provided by Open Street Map[16]. Since some Icelandic postal codes spread over several municipalities, the probability (spatial odds) that each postal code was included in one specific municipality was calculated for each address point. In virtually all cases where postal code numbers were shared by more than one municipality, these were classified in the same degree of urbanisation category, according to the official DEGURBA classification provided by Eurostat. The only exception is postal code number 301, which spreads over the municipalities of Akraneskaupstaður (classified as towns and suburbs) and Hvalfjarðarsveit (classified as city). However, no resident from this specific postal code was sampled in our survey.
- In Sweden and Norway, several new postal codes have been added since 2016. This led to a high rate of unmatched cases (20% for Sweden and 15% for Norway). To assign these codes to a LAU and thereby to a specific level of urbanisation, we used the municipality codes provided by the sampling companies. In Norway, the municipal codes used prior to the 2018-2019 administrative reform were used instead of the newer ones, since the

[12] https://www.foroyakort.fo/tak-datur-nidur/tak-nidur-strikukort/
[13] According to the DEGRUBA classification system, municipalities are classified as intermediate density areas (towns and suburbs) whenever these host less than 50% of population living in rural grid cells and less than 50% of population living in urban centres. Urban clusters are defined at grid level as contiguous cells of at least 300 inh/km2 and at least 5,000 inhabitants). The 5,000-inhabitant threshold is hence an important classification criterion to decide on degree of urbanisation.
[14] https://www.getpostalcodes.com/greenland/
[15] https://inspire-geoportal.ec.europa.eu
[16] https://www.openstreetmap.org

former are those used by the official DEGURBA classification. In Sweden, seven missing postal codes that were reported by respondents were found in the official post registries[17] and manually added to the database.

Responses including non-existing postal codes that were directly provided by the users, either intentionally or unintentionally, could not be allocated to any DEGURBA class. Eventually, the total DGURBA coverage at sample level was 95.4%, with marked differences between countries (see Table A2. 2). This is not expected to undermine the interpretability of our results in a substantial way (see Section A1.6 below).

Table A2. 2 Final coverage of degree of urbanisation data

Country or region	Total sample size	Unallocated (n)	Unallocated (percent)
Åland	383	40	10.4
Denmark	910	12	1.3
Faroe Islands	382	3	0.8
Finland	901	40	4.4
Greenland	405	7	1.7
Iceland	380	13	3.4
Norway	909	51	5.6
Sweden	908	71	7.8
Total	5178	237	4.6

A1.6. Response rates and margins of error

Response rates

The response rates are calculated by dividing the total number of completed interviews by the number of all people contacted, excluding those who were not eligible (wrong number, not in target group), but including those who did not answer the call or refused to participate. All response rates are within the acceptable span for CATI-interviews.

[17] https://www.postnord.se/vara-verktyg/sok-postnummer-och-adress?

Table A2. 3 Response rates

Country or region	Response rates (percent)
Åland	6.7
Denmark	5.2
Faroe Islands	17.5
Finland	5.9
Greenland	18.0
Iceland	11.4
Norway	5.4
Sweden	6.5

Margins of error

Several aspects affect the margin of error (or statistical margins) of survey results. The most important parameters conditioning survey accuracy are sample size and observed proportions (i.e., the intensity of preference for a given option, such as a specific value on a Likert scale in comparison to others). The following table summarises how survey accuracy varies within confidence limits, according to sample size:

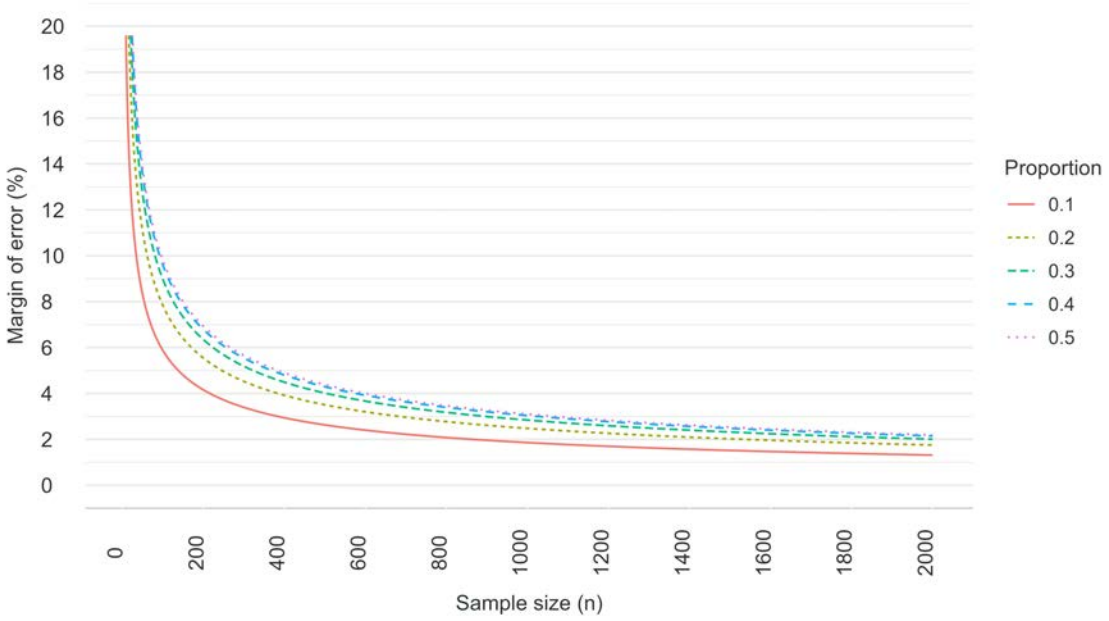

Figure A2.1 Relationship between sample size and margin of error at 95% confidence level

Annex 2: Detailed questionnaire

Set1. Socio-demographics

SD1. What is your postal code?

+ Don't know / No answer

IF ICELAND, GREENLAND, FAROE ISLANDS AND ÅLAND:

SD1b. Do you live in INSERT "MAIN CITY" or outside the main city?

1. "MAIN CITY" (IS: Reykjavik, GL: Nuuk, FO: Torshamn; ÅL: Mariehamn)
2. Outside "MAIN CITY"

SD2. What is your gender?

1. Female
2. Male
3. Other

+Don't know / No answer

SD3. What is your age?

AGE + Don't know / No answer

SD4. What is your country of birth?

1. Nordic Region, including Nordic countries (Denmark, Finland, Iceland, Norway and Sweden) and self-governing territories (Åland, Greenland and Faraoe Islands)
2. Other country currently in the EU
3. Other country currently outside the EU
4. Don't know / No answer

SD5. How many persons in the following age groups live in your household, including yourself?

1. 0 to 17 years old:
2. 18 to 34 years old:
3. 35 to 49 years old:
4. 50 to 64 years old:
5. 65 years old or more:
6. Don't know / No answer

SD6. What is your employment status?

1. Employed, including self-employed
2. Unemployed
3. Student
4. Retired
5. Other
6. Don't know / No answer

IF EMPLOYED, UNEMPLOYED, RETIRED:

SD6.b Do you work in any of the following sectors, or if unemployed or retired, was your most recent sector any of the following?

1. Agriculture, forestry or fishing
2. Mining, quarrying or peat production
3. Oil and chemical industry, pulp paper and cardboard production, cement and ceramics, steel and metal industries or power plants
4. Transportation of people or goods
5. Building and construction
6. Waste collection and treatment
7. … or in another sector
8. Don't know / No answer

SD7. What is your highest academic qualification?

1. Primary education
2. Secondary education
3. University
4. Other
5. No completed education
6. Don't know / No answer

SD8. Which media do you use the most to keep yourself informed of current news and events?

1. Television
2. Radio and/or podcasts
3. Press, including printed and online
4. Social media
5. Other
6. Don't know / No answer

Set 2. Content-related questions

Block 1. General attitudes towards climate change and climate policies

Q1.1. To what extent do you think that climate change is a problem? Please use a scale from 1 to 5, with '1' meaning "Not a problem" and '5' meaning "A very serious problem".

1-5 SCORE + Don't know / No answer

To what extent do you agree or disagree with the following statement: Please use a scale from 1 to 5, with '1' meaning I "fully disagree" and '5' meaning I "fully agree":

Q1.2. More public financial resources should be invested in preventing climate change, even if it means that taxes are increased

1-5 SCORE + Don't know / No answer

Q1.3. Taking action on climate change would be beneficial for the economy in INSERT [Åland / Denmark / Faroe Islands / Finland / Greenland / Iceland / Norway / Sweden]

1-5 SCORE + Don't know / No answer

Q1.4. I am worried that some jobs in INSERT [Åland / Denmark / Faroe Islands / Finland / Greenland / Iceland / Norway / Sweden] may be at risk due to the transition to a low-carbon economy

1-5 SCORE + Don't know / No answer

Block 2. Current effects of climate change mitigation policies on individuals and households

To what extent do you agree or disagree with the following statement: Please use a scale from 1 to 5, with '1' meaning I "fully disagree" and '5' meaning I "fully agree":

Q2.1. I struggle to keep my home at a comfortable temperature due to high energy and electricity costs

1-5 SCORE + Don't know / No answer

Q2.2. During the last year, I have changed my transportation routines because of high fuel costs

1-5 SCORE + Don't know / No answer

Q2.3. I buy fewer products with a big carbon footprint, such as meat or flight tickets, due to climate concerns

1-5 SCORE + Don't know / No answer

Q2.4. I worry about other people's opinions regarding my carbon footprint

1-5 SCORE + Don't know / No answer

Q2.5. Thanks to the economic support provided by my government during the last year, I have purchased climate-friendly products

1-5 SCORE + Don't know / No answer

Q2.6. During the last year I have benefited from subsidies, discounts, or tax exemptions to improve the energy efficiency of my house or flat

1-5 SCORE + Don't know / No answer

Q2.7. Overall, how do you think that climate policies affect your household today in economic terms? Please use a scale from 1 to 5, with '1' meaning "very negatively affected" and '5' meaning "very positively affected"

1-5 SCORE + Don't know / No answer

Block 3. Expected effects of climate change mitigation policies on individuals and households

To what extent do you agree or disagree with the following statements. The statements refer to your city, if you live in an urban area, or to your town or village, if you live in a rural area. Please use a scale from 1 to 5, with '1' meaning I "fully disagree" and '5' meaning I "fully agree". Initiatives to fight climate change will...

Q3.1. ...help create new jobs in the area where I live

1-5 SCORE + Don't know / No answer

Q3.2. ...improve working conditions in the area where I live

1-5 SCORE + Don't know / No answer

Q3.3. ...increase prices and the cost of living in the area where I live

1-5 SCORE + Don't know / No answer

Q3.4. ...improve health and well-being in the area where I live

1-5 SCORE + Don't know / No answer

Q3.5. ...lead to more sustainable lifestyles in the area where I live

1-5 SCORE + Don't know / No answer

Block 4. Fairness of climate policies

To what extent do you agree or disagree with the following statements? Please use a scale from 1 to 5, with '1' meaning I "fully disagree" and '5' meaning I "fully agree": Everyone in INSERT [Åland / Denmark / Faroe Islands / Finland / Greenland / Iceland / Norway / Sweden] is equally affected by initiatives to fight climate change...

Q4.1. ...regardless of how much they earn

1-5 SCORE + Don't know / No answer

Q4.2. ...regardless of gender

1-5 SCORE + Don't know / No answer

Q4.3. ...regardless of age

1-5 SCORE + Don't know / No answer

Q4.4. ... regardless of the country of origin

1-5 SCORE + Don't know / No answer

Q4.5. ...regardless of where they live – urban or rural areas

1-5 SCORE + Don't know / No answer

IF PEOPLE LIVING in Finland / Norway / Sweden

Q4.6a The Sámi population in INSERT [Finland / Norway / Sweden] is affected by initiatives to fight climate change to the same extent as the rest of the population

1-5 SCORE + Don't know / No answer

IF PEOPLE LIVING in GREENLAND:

Q4.6b The indigenous population in Greenland is affected by measures to combat climate change to the same extent as Danes and other minorities living in Greenland

1-5 SCORE + Don't know / No answer

Set3. Energy and transport profile of respondents

ET.1. What type of home do you live in?

1. House
2. Apartment
3. Other
4. Don't know / No answer

ET.2. What are the main energy sources that you use to keep your home at a comfortable temperature?

1. District heating or cooling
2. Electricity
3. Wood and pellets
4. Fossil-fuels, including diesel, natural gas, etc.
5. Other
6. Don't know / No answer

ET.3. During an average week, how often do you use the following means of transportation?

a/ Private motor vehicle such as car
b/ Other non-motorised private vehicles such as bicycle
c/ Public transport such as train, tram, bus, ferry, etc.

The time options are:

1. Never
2. 1-2 days per week
3. 3-4 days per week
4. 5-6 days per week
5. Every day
6. Don't know / No answer

IF USE MOTOR VEHICLE (ALL EXCEPT THOSE THAT REPLIED "NEVER" OR "DON'T KNOW / NO ANSWER" TO CATEGORY a/ ON PREVIOUS QUESTION)

ET.4. What are the main uses of my motor vehicle or motor vehicles? The options are:

1. Commercial vehicle used to transport persons or goods, such as taxi, truck, etc.
2. Commuting to work
3. Family and errands such as buying groceries
4. Leisure, tourism, excursions, hobbies and sport
5. Other uses
6. Don't know / No answer

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