

## Annex D. Carbon Budget Scenarios

### D.1. Adoption rates in the 1.5°C and 2°C Scenarios

**Table D.1.** Adoption rates 2025, 2030 and 2035 for selected options in the **1.5°C Scenario**.

Domain	Approach	Option	2025	2030	2035
Personal transportation	A	Avoiding international flights		50 %	100 %
Personal transportation	S	Replacing all international flights with train	30 %	50 %	80 %
Personal transportation	I	Electric cars (90%) <sup>a</sup>			100 %
Personal transportation	S	Car-free private non-leisure travelling with public, cycle and walking	25 %	50 %	60 %
Personal transportation	A	Live closer to workplace		20 %	50 %
Personal transportation	I	Smaller cars <sup>a</sup>	25 %	50 %	80 %
Personal transportation	S	Car-free commuting with public transportation	40 %	40 %	50 %
Personal transportation	I	Biofuels in road traffic (33%)		60 %	100 %
Personal transportation	A	Ride sharing (2 persons per car)	50 %	50 %	50 %
Personal transportation	S	Replacing all domestic flights with train and bus	25 %	50 %	80 %
Personal transportation	A,S	Replacing short, urban, leisure-related trips with public transportation (50%)	25 %	50 %	100 %
Personal transportation	I	Electric cars (38%)		100 %	
Personal transportation	S	Car-free commuting with bicycle, e-micromobility and pedestrian (<5km)	20 %	20 %	20 %
Personal transportation	A, S	Replacing long leisure trips by car with staycation	100 %	100 %	100 %
Personal transportation	I	Electrification and biogas and hydrogen in domestic ferries	20 %	50 %	100 %
Personal transportation	I	Electrification and biogas and hydrogen in international cruise ships	20 %	50 %	100 %
Personal transportation	I	Alternative fuels for aviation/efficiency improvement (6% blending by 2030)		100 %	
Personal transportation	A	Telework	20 %	20 %	20 %
Personal transportation	I	Electrification and biogas and hydrogen in leisure boats	20 %	50 %	100 %
Personal transportation	I	Electrification of busses, railway and motorcycles		60 %	100 %
Personal transportation	I	Electric short-haul domestic aviation only domestic)		60 %	100 %
Personal transportation	I	100% SAF in flights (only international) <sup>b</sup>			100 %

**«Towards a fair consumption space for all – Options for reducing lifestyle emissions in Norway»  
Annex D. Carbon Budget Scenarios**

Domain	Approach	Option	2025	2030	2035
Nutrition	S	Vegan diet	25 %	50 %	95 %
Nutrition	S	Vegetarian diet	25 %	20 %	
Nutrition	S	Nordic Nutrition Recommendations	50 %	30 %	5 %
Nutrition	I	Food production efficiency improvement	25 %	80 %	100 %
Nutrition	A	Reduction of alcohol and sweets	50 %	75 %	100 %
Nutrition	A	Food waste reduction (household side), 100% <sup>c</sup>	50 %	50 %	90 %
Nutrition	S	Reduction of coffee	50 %	50 %	100 %
Nutrition	I	Food waste reduction (supply side), 100% <sup>c</sup>	50 %	50 %	90 %
Consumer goods	A	Reduced consumption of goods (100%) <sup>c,d</sup>	25 %	50 %	85 %
Consumer goods	A	Buy only 5 new clothes per year	100 %	100 %	100 %
Consumer goods	A	Less refurbishing/ new furniture (75%)	100 %	100 %	100 %
Consumer goods	A	Buy less electronics (50%)	100 %	100 %	100 %
Consumer goods	I	Reduced emissions from goods production (100%) <sup>c</sup>	25 %	50 %	80 %
Housing	A	Smaller living space (decent living standards by 2035)	25 %	50 %	100 %
Housing	I	Energy efficiency improvement in existing buildings	25 %	75 %	100 %
Housing	A	Rent a guest room to a tourist	25 %	50 %	
Housing	S, I	Replacing fireplaces	100 %	100 %	100 %
Housing	A	Saving water	100 %	100 %	100 %
Leisure	A	Reduced consumption of leisure activities (100%) <sup>c</sup>	25 %	25 %	60 %
Leisure	I	Reduced emissions from leisure services production (100%) <sup>c</sup>	25 %	50 %	80 %
Services	A	Reduced consumption of services (100%) <sup>c</sup>	25 %	25 %	85 %
Services	I	Reduced emissions from service production (100%) <sup>c</sup>	25 %	50 %	80 %

*a Assuming the total transportation demand for car driving has decreased, leading to overall smaller car pool and better sharing solutions are developed.*

*b Assuming total transportation demand for international flights has decreased notably.*

*c Assuming larger implementation than estimated in the Annex C for the individual low-carbon options.*

*d Consumption of medicines is reduced only by 50%, assuming that part of the medication can be reduced without threatening anyone's life or health.*

**Table D.1.2.** Adoption rates 2025, 2030 and 2035 for selected options in the **2°C Scenario**.

Domain	Approach	Option	2025	2030	2035
Personal transportation	A	Avoiding international flights	5 %	15 %	25 %
Personal transportation	S	Replacing all international flights with train	20 %	40 %	50 %
Personal transportation	I	Electric cars (90%) <sup>a</sup>			100 %
Personal transportation	S	Car-free private non-leisure travelling with public, cycle and walking	10 %	15 %	20 %
Personal transportation	A	Live closer to workplace	5 %	8 %	10 %
Personal transportation	I	Smaller cars <sup>a</sup>	10 %	30 %	50 %
Personal transportation	S	Car-free commuting with public transportation	10 %	15 %	20 %
Personal transportation	I	Biofuels in road traffic (33%)		100 %	100 %
Personal transportation	A	Ride sharing (2 persons per car)	5 %	5 %	10 %
Personal transportation	S	Replacing all domestic flights with train and bus	10 %	30 %	50 %
Personal transportation	A,S	Replacing short, urban, leisure-related trips with public transportation (50%)	15 %	30 %	50 %
Personal transportation	I	Electric cars (38%)		100 %	
Personal transportation	S	Car-free commuting with bicycle, e-micromobility and pedestrian (<5km)	5 %	15 %	20 %
Personal transportation	A, S	Replacing long leisure trips by car with staycation	10 %	20 %	30 %
Personal transportation	I	Electrification and biogas and hydrogen in domestic ferries	20 %	50 %	100 %
Personal transportation	I	Electrification and biogas and hydrogen in international cruise ships	20 %	50 %	100 %
Personal transportation	I	Alternative fuels for aviation/efficiency improvement (6% blending by 2030)		100 %	
Personal transportation	A	Telework	5 %	5 %	10 %
Personal transportation	I	Electrification and biogas and hydrogen in leisure boats	20 %	50 %	100 %
Personal transportation	I	Electrification of busses, railway and motorcycles		100 %	100 %
Personal transportation	I	Electric short-haul domestic aviation (only FoT)		50 %	100 %
Personal transportation	I	100% SAF in flights (only international flights) <sup>b</sup>			100 %
Nutrition	S	Vegan diet	10 %	25 %	30 %
Nutrition	S	Vegetarian diet	10 %	25 %	20 %
Nutrition	S	Nordic Nutrition Recommendations	80 %	50 %	50 %
Nutrition	I	Food production efficiency improvement	20 %	60 %	100 %
Nutrition	A	Reduction of alcohol and sweets	25 %	50 %	75 %
Nutrition	A	Food waste reduction (household side), 100% <sup>c</sup>	50 %	75 %	60 %
Nutrition	S	Reduction of coffee	25 %	50 %	75 %
Nutrition	I	Food waste reduction (supply side), 100% <sup>c</sup>	50 %	50 %	75 %

**«Towards a fair consumption space for all – Options for reducing lifestyle emissions in Norway»  
Annex D. Carbon Budget Scenarios**

Domain	Approach	Option	2025	2030	2035
Consumer goods	A	Reduced consumption of goods (100%) <sup>c,d</sup>	25 %	50 %	50 %
Consumer goods	A	Buy only 5 new clothes per year	33 %	67 %	100 %
Consumer goods	A	Less refurbishing/ new furniture (75%)	33 %	67 %	100 %
Consumer goods	A	Buy less electronics (50%)	33 %	67 %	100 %
Consumer goods	I	Reduced emissions from goods production (100%) <sup>c</sup>			50 %
Housing	A	Smaller living space (decent living standards by 2035)	20 %	30 %	45 %
Housing	I	Energy efficiency improvement in existing buildings	20 %	30 %	50 %
Housing	A	Rent a guest room to a tourist	10 %	20 %	25 %
Housing	S, I	Replacing fireplaces	33 %	67 %	100 %
Housing	A	Saving water	33 %	67 %	100 %
Leisure	A	Reduced consumption of leisure activities (100%) <sup>c</sup>			20 %
Leisure	I	Reduced emissions from leisure services production (100%) <sup>c</sup>			50 %
Services	A	Reduced consumption of services (100%) <sup>c</sup>	10 %	25 %	40 %
Services	I	Reduced emissions from service production (100%) <sup>c</sup>			50 %

*a Assuming the total transportation demand for car driving has decreased, leading to overall smaller car pool and better sharing solutions are developed.*

*b Assuming total transportation demand for international flights has decreased notably.*

*c Assuming larger implementation than estimated in the Annex C for the individual low-carbon options.*

*d Consumption of medicines is reduced only by 50%, assuming that part of the medication can be reduced without threatening anyone's life or health*