

# Carbon management: State of play and Recommendations for an EU framework





### The European agenda

In the communication "Securing our future Europe's 2040 climate target and path to climate neutrality by 2050 building a sustainable, just and prosperous society" published in February 2024, the European Commission proposed to set a target of -90% GHG emissions by 2040 compared to 1990 levels.

In this communication, the Commission states that the current legislative framework, amended by the Fit for 55 package, should make it possible to reduce GHG emission by 88% by 2040. The Commission believes that the additional 2% needed to reach -90% could come from  $CO_2$  capture and storage.

In order to better use the potential of carbon capture and storage technologies, the Commission published, on February 6th 2024, another communication entitled "Towards an ambitious Industrial Carbon Management for the EU" recommending that around 280 million tonnes of  $CO_2$  be captured by 2040 and 450 million tonnes by 2050.

The European Commission acknowledges that these targets are ambitious. To reach them, the Commission has identified three pathways to be developed in addition to the necessary deployment of  $CO_2$  transport infrastructure:

- the capture and storage of CO<sub>2</sub> from industrial sources (Carbon Capture and Storage, CCS);
- the permanent removal of carbon dioxide from both the biosphere and the atmosphere, by capturing and storing carbon dioxide of biogenic origin (BioCCS) or by capturing and storing carbon dioxyde from the atmosphere (DACCS);
- the long term capture of CO<sub>2</sub> through utilisation (CCU), for the production of construction materials or chemicals for example.

Published on February 26<sup>th</sup> 2025, the Clean Industrial Deal plans to accelerate the creation of a market for captured carbon. In order to boost supply and demand in captured carbon, the Commission announces in this communication upcoming measures to better acknowledge the use of captured carbon in a wider range of products and prevent double counting of embodied carbon emissions.

# **EdEn's perspectives**

EdEn welcomes these recent developments in the EU's strategic agenda, as  $CO_2$  capture and storage will be needed to offset residual emissions from hard-to-abate industrial sectors. Industrial carbon removals from biogenic and possibly from atmospheric sources will also be an essential component in the manufacture of chemicals, plastic products and synthetic fuels.

Yet, the targets set by the Commission for 2040 and 2050 appear very ambitious, especially for carbon removal targets, but also for CCS, as very few FIDs on capture projects or storage projects have been taken so far within EU 27. Setting up an appropriate regulatory framework will be crucial in order to meet these targets.

At this stage of CCS and CCU development, EdEn recommends that the emphasis be equally put on four policy avenues for scaling up their deployment:

# 1. Accelerating the development of the technologies needed to capture, transport, store and use CO<sub>2</sub>

The CEF and the Innovation Fund already contribute to technological progress in carbon management. However, **the highly complex application process for the Innovation Fund hampers its potential contribution to the deployment of projects**. This complexity should be addressed by the Industrial Decarbonisation Accelerator Act, as announced in the Clean Industrial Deal, which will be aimed at tackling permitting bottlenecks and at accelerating the roll-out of clean energy technologies.

# 2. Facilitating the cross-border transport of CO<sub>2</sub>

Currently, the cross-border transport of  $CO_2$  for subseabed storage is regulated under the London Protocol (LP) which prohibits the export of waste (article 6).

In 2019, LP Parties adopted a resolution allowing two or more countries to agree to export  $CO_2$  for geological storage.

But this process will become increasingly burdensome as cross-border  $CO_2$  transport will develop. In order to enable a smooth process, the EU should adopt a framework, compliant with LP Protocol, to facilitate  $CO_2$  transport across Member States for the purpose of storage in sub-seabed geological formations.

# 3. Supporting a viable business model for the industrial deployment of CCS and CCU projects

Carbon management technologies and in particular the technologies for the removal and use of biogenic carbon, are a long way from achieving economic balance, especially with the price of  $CO_2$  on the ETS market back at around  $\notin 70/t$ . This price level is about only half of what it should be for carbon management technologies to be a viable option for companies to invest in. To fill the



gap, a CCfD (Carbon Contract for Difference) mechanism at European level should be considered, based on similar grounds as the "Hydrogen Bank". This process could be referred to as "Carbon Bank" or included in the scope of the Industrial Decarbonisation Bank as proposed in the Clean Industrial Deal. Such a funding mechanism could be financed by either EU ETS revenues or structured through a fund with more stable financial resources, on the example of Japan.

As regards permanent carbon removals, EdEn welcomes the publication of the regulation 2014/3012 «Establishing a European Union certification framework for carbon removals». However, in order for carbon removal activities to attract economic players, the European Commission should ensure that certification processes are streamlined and can be easily navigated by businesses.

#### 4. Ensuring consistency in the planning and risk sharing of the different elements composing the CCS value chain (capture, transport and storage)

One of the main impediments to develop the CCS value chain, beyond the current lack of economic viability without public support, is the lack of coordination and planification. The risk as across the value chain are numerous (completion, commercial, standard, liability sharing etc...) and these can only be mitigated through enhanced coordination and planification. This is sometimes done at national level with public entities looking at alignment between the various actors of the value chain and this model should be extended, possibly at the European level.

### Annex 1 – The European framework

#### An emerging legislative framework

#### 1) The rules governing CO, capture and storage

For a long time, carbon management has been perceived by the Commission as a secondary lever in the Union's decarbonisation strategy, resulting in a legislative framework that is still at an early stage of development.

One of the first texts tackling carbon management is the directive 2009/31/EC on the geological storage of carbon dioxide  $(CO_2)$ , which lays down the rules on the granting of permits to guarantee the security and environmental integrity of carbon storage and on access to infrastructure.

This framework was complemented in 2024 by the Regulation «Establishing a Union certification framework for carbon removals», which creates a voluntary framework for the certification of permanent carbon removals and reduction of land-based emissions. In particular, this text provides for:

- quality criteria applicable to activities taking place in the EU;
- rules for the verification and certification of carbon removals and soil emission reductions;
- rules for the functioning and recognition by the Commission of certification schemes the rules for issuing and using certified units.

### 2) Inclusion of carbon management in European funding programmes

In addition to the development of a carbon management framework, the EU has also included carbon management in its funding programmes, notably via the TEN-E regulation on trans-European energy infrastructure via the Connecting Europe Facility (CEF) instrument. The revision of the TEN-E regulation in 2022 allowed to update the criteria and categories of infrastructure, in particular carbon transport infrastructure, that can now qualify as projects of common interest (PCIs) or projects of mutual interest (PMIs) and thus be eligible for European support.

In addition, the projects that have been selected under the European Innovation Fund programme are projected to capture and store 10 million tonnes of  $CO_2$  per year by 2027.

Nevertheless, the European Commission acknowledges in its communication that there are few large-scale operational projects. Particularly, it remains difficult to build a viable business case, as a result of the significant up-front investment capital required, the uncertainty and instability of CO<sub>2</sub> prices, and the lack of a comprehensive regulatory framework. The Commission also recognises that companies involved in building carbon value chains are particularly exposed to cross-value chain risks, such as liability in the event of CO<sub>2</sub> leakage or the unavailability of transport or storage infrastructure.



### 3) Incentives for the development of carbon management projects

At the end of the 2019 – 2024 mandate and given the expected contribution of carbon management activities to achieving the Union's 2030 and 2040 climate objectives, the European Union adopted measures to provide direct or indirect incentives to the deployment of carbon capture, storage or utilisation projects.

Adopted in 2023, the reform of the European Union Emissions Trading Scheme (EU ETS) indirectly incentivises carbon management activities by phasing out allocation of free allowances for aviation, which should encourage the use of SAF and of synthetic fuels. The text also exempts companies from surrendering carbon allowances for emissions that have been captured and stored or permanently bound.

The NZIA Regulation 2024/1735, marks a turning point in the EU's carbon management strategy. Published on June 28<sup>th</sup> 2024, the regulation includes carbon management technologies - carbon capture and storage (CCS) technologies, transformative industrial technologies for decarbonisation,  $CO_2$  transport and utilisation technologies - among the 19 categories of clean technologies whose deployment must be facilitated and supported.

Carbon management projects will thus benefit from accelerated permitting procedures and an easier access to State aid.

Carbon management is also covered by specific provisions:

- A target of 50 million tonnes of annual operational CO<sub>2</sub> injection capacity by 2030;
- The regulation requires Member States to ensure that CO<sub>2</sub> transport infrastructure projects receive the necessary investment;
- Finally, according to the text, the Commission may present a legislative proposal, no later than two years after the entry into force of NZIA, to further the Directive 2009/31/EC on the geological storage of carbon dioxide (CO<sub>2</sub>) by establishing a regulatory framework for an EU market for captured CO<sub>2</sub>.



#### An action plan put forward by the Commission

The European Commission aims to strengthen the carbon management framework in the new mandate in order to facilitate the deployment of: (a) transport infrastructure for a unified  $CO_2$  market, (b) the capture and storage of  $CO_2$  emissions, (c) the removal of  $CO_2$  from the atmosphere and (d) the use of captured  $CO_2$  as a resource to replace fossil fuels in industrial production.

The communication "Towards an ambitious Industrial Carbon Management for the EU" sets out possible initiatives to develop this framework.

### Developing transport infrastructure for a single $\mathrm{CO}_{\mathrm{2}}$ market

In its Communication, the Commission stresses the need for an appropriate  $CO_2$  transport network to enable the deployment of carbon management activities. According to the Commission the network needed to transport  $CO_2$ -including pipelines and maritime routes - could span up to 7 300 km by 2030 and its deployment could cost up to €12.2 billion. According to the same estimates, the network could rise up to around 19 000 km and €16 billion by 2040.

### Creating a harmonised European framework for the deployment of $CO_2$ capture and storage projects

The Commission notes that the momentum at Member State level for the deployment of capture and storage projects remains limited.

In order to meet the 2030 target for injection capacity, the Commission encourages Member States to invest in the deployment of storage sites. Yet, the Commission points out that, according to the 2023 report on the implementation of Directive 2009/31/EC, only two-thirds of Member States authorise the storage of CO<sub>2</sub> on their territory. Of these Member States, only half have initiated discussions on cross-border cooperation to ensure that CO<sub>2</sub> flows to the planned storage sites in the European Economic Area (EEA).

The report also highlights a disconnect between the development of carbon storage supply - with only the Netherlands, lceland, Norway (and Liechtenstein) having storage permit application procedures underway while eight Member States (Belgium, the Czech Republic, Denmark, France, Greece, Italy, Lithuania and the Netherlands) are planning in their National Energy and Climate Plans to capture a total annual volume of 15.2 million tonnes of CO<sub>2</sub> from 2025.

The European Commission is therefore proposing a harmonised European framework to facilitate wider deployment of the sector.

### Developing the absorption of atmospheric CO<sub>2</sub> to achieve negative emissions

The Commission's communication underlines that negative emissions are currently not covered by the EU ETS, the Burden Sharing Regulation nor the Land Use Change and Forestry Regulation (LULUCF).

### Using captured CO<sub>2</sub> as a resource to replace fossil fuels in industrial production

The Commission recognises recycling and using  $CO_2$  to produce advanced synthetic fuels, chemicals, polymers or minerals is an important aspect of the industrial carbon management value chain. Although CCU has already been integrated, to a certain extent, into the European framework, the European Commission believes that additional measures are needed to achieve the 20% target of carbon from sustainable non-fossil sources in chemicals and plastics by 2030.

#### Investing and financing the transition to clean carbon

In addition to the mechanisms already in place, such as the Innovation Fund, the Connecting Europe Facility (CEF) and InvestEU, the Commission's communication recognises that the carbon price is a key instrument to unlock investment towards CCS projects. Only by ensuring that investing in CCS is more advantageous than surrendering  $CO_2$  allowances can the business case of CCS be viable.

#### **Research and innovation**

Given that a growing number of CCUS projects will be operational by 2030, the Commission proposes to encourage the grouping of industrial-scale projects within a knowledge-sharing platform to facilitate the sharing of lessons learnt and good practice in the EU.

### Annex 2 - Overview of national frameworks

# The carbon management framework in Germany

### Carbon management has long been seen as a secondary lever for decarbonisation in Germany

Germany has long regarded carbon management technologies as a secondary lever for reducing its GHG emissions, preferring to focus its efforts on developing renewable energy production and improving energy efficiency.

In 2012, the Carbon Dioxide Storage Act, a federal law, authorised to a limited extent research, exploration and pilot projects for the storage of  $CO_2$ . Yet, the text left it up to the Länder whether or not to ban carbon storage, leading to many regions banning  $CO_2$  storage on their territory. Following the Carbon Dioxide Storage Act's expiration date of 2016 for the application for storage projects, it was no longer possible to start any  $CO_2$  storage projects in Germany.

The development of carbon capture projects is subject to a regulation separate to that of  $CO_2$  storage, which has enabled certain projects to be initiated, such as the Schwarze Pumpe capture plant, the construction of which began in 2006 in Brandenburg. These projects were not pursued and the Schwarze Pumpe plant was closed in 2014.

#### Change of strategy and development of a carbon management framework

In recent years, Germany changed its stance on its carbon management strategy, in particular to take account of the incompressible  $CO_2$  emissions resulting from German industrial activities and from the production of electricity from fossil gas and coal, which is set to continue in Germany.

In October 2021, North Rhine-Westphalia, a region in which heavy industry has traditionally been a strong sector, adopted its own carbon management strategy, <u>Carbon mana-</u> <u>gement for climate protection</u>, in order to encourage the use of recycled carbon and to develop their CO<sub>2</sub> transport infrastructure.

In June 2023, a carbon contract for difference scheme was introduced in Germany. With this scheme, the State compensates industrial players who have deployed carbon management technologies on their sites for the difference between the additional cost of the installation and the cost of the ETS allowances they would have had to surrender, had they not used carbon capture. In March 2024, the Federal Ministry of Economics and Climate Action launched <u>the first auction for</u> <u>the carbon contract for difference financing programme</u>. Financing is planned for a 15-year period, with a budget of 4 billion euros.

In February 2024, following the publication of the Carbon Dioxide Storage Act assessment Report, Germany published its <u>National Carbon Management Strategy</u> and a <u>draft legis-</u> lation to amend the 2012 Carbon Dioxide Storage Act.

This draft text provides for the introduction of a uniform approval system for the construction of  $CO_2$  transport infrastructure and the ratification of the amendment to the London Protocol allowing the export of  $CO_2$  for storage purposes. The text also authorises the exploration and operation of offshore storage sites in the German economic zone.

In May 2024, an opt-in clause for the onshore storage of  $CO_2$  was introduced in the Carbon Storage Act. This means that while offshore storage is permitted at a federal level, onshore is per default prohibited, but each Land can opt in.

In October 2024, EUR 2.8 bn over 15 years to reduce emissions by 17 metric tons, was awarded under the first round of climate protection contracts. Not all funds going to CCS, but some.

In March 2025, the European Commission approved a EUR 5 bn state aid support scheme for decarbonisation of German industry. Under the scheme, the aid will take the form of two-way carbon contracts for difference, called 'Climate Protection Contracts', with a 15-year duration. The projects that will benefit from the aid will be selected through an open competitive bidding process and will be ranked on the basis of the lowest aid amount requested per ton of avoided  $CO_2$  emissions.



The new CDU/SPD coalition states the following intentions:

- Adopt legislative package «immediately after the beginning of the legislative period» to enable the capture, transport, utilisation and storage of carbon dioxide (CCS/CCU) for industrial processes where emissions are hard to avoid, as well as for gas-fired power plants;
- Enable CO<sub>2</sub> storage offshore in North Sea continental shelf as well as onshore "where geologically suitable and accepted";
- Direct air capture is a potential technology for negative emissions.

### The carbon management framework in Denmark

### The development of the Danish legislative framework for carbon management

In its 2022 policy strategy "<u>Regeringsgrundlag 2022</u>", Denmark set itself the goal of becoming climate neutral by 2045 and of reducing its greenhouse gas (GHG) emissions by 110% by 2050 compared to 1990 levels.

With this objective in mind, Denmark has developed a proactive policy for the deployment of a carbon capture and storage (CCS) sector, with the presentation in August 2023 of the plan "Climate action – across the finish line with capture and storage of  $CO_2$ ", under which several initiatives have been announced:

- collapsing the two calls for tender into one large tender in June 2025 for a total of 27 bn. DKK (3.6 bn EUR) over 15 years to achieve 2.3 MTPA in reductions;
- bringing forward to 2029, instead of 2030, the deadline for activities to start at the capture and storage projects that will receive public funding;
- a future extension of the scope of CO<sub>2</sub> transport legislation to include all modes of transport. In this proposal, third party access rights to pipelines was written into law;
- in May 2023, Ørsted won the first Danish CCS tender worth 8 bn DKK (1.07 bn. EUR) over 20 years for 0.43 MTPA, which they capture at two sites in Denmark and store in Norway at Northern Lights.

In parallel, Denmark has developed regional cooperation with other Member States. As such, a first agreement on the cross-border transport of  $CO_2$  for the purpose of permanent geological storage was signed by Denmark in 2022 with Belgium and Flanders. A second agreement was signed in October 2023 with the Netherlands and a third in March 2024 with France.

#### **Financial arrangements**

To support the deployment of carbon capture and storage projects, Denmark has set up various funds and funding programmes.

• The first tender from the CCUS fund, which was worth approximately DKK 8 billion, was won by Ørsted, which will capture and store 430,000 tons of  $CO_2$  annually from 2026 and 20 years ahead. Ørsted already expects to capture and store  $CO_2$  from 2025.

- The tender from the NECCS fund was completed in May 2024, when the Danish Energy Agency contracted three companies to capture and store 160,350 tons of biogenic CO<sub>2</sub> annually from 2026 through 2032.
- The CCS pool is the third fund administered by the Danish Energy Agency with state aid for CO<sub>2</sub> capture and storage. DKK 28.7 billion including VAT (in 2025 prices) has been allocated to this pool.
- In total, approximately DKK 38 billion has been allocated.

In addition to these funds, the EUDP (Energy Technology Development and Demonstration Program), which was set up in 2007 to provide funding for innovative projects in line with Denmark's climate objectives, <u>has supported a number</u> of <u>CCS-related projects</u>. Among these projects, <u>Bifrost</u> has received public funding worth €10 million (DKK 75.68 million), and the <u>Greensand project</u> has received funding worth €26 million (DKK 197 million). In addition to these carbon storage projects, the EUDP is also providing €1.5 million (DKK 11.5 million) for the <u>CHOCO<sub>2</sub>LATE project</u> to deploy direct air capture (DAC) technologies and convert the captured carbon into fuel.

#### **Current projects**

This proactive policy has led to the development of a number of major CO<sub>2</sub> capture and storage projects in Denmark.

**Bifrost** - Launched in 2022, the Bifrost project aims to assess the feasibility of converting existing gas and oil infrastructures into  $CO_2$  storage areas as well as to store  $CO_2$  in a saline aquifer. The project aims to store 5 million tonnes of  $CO_2$  in the North Sea in 2030.

**Greensand** - In March 2023, the first pilot operations began on the Greensand project, which involves injecting  $CO_2$ captured in Antwerp, Belgium, into the North Sea. The project could store up to 0.4 million tonnes of  $CO_2$  per year by 2025 and up to 8 million tonnes per year by 2030.

**Kalundborg CO**<sub>2</sub> **project** - In December 2023, Ørsted began construction of two carbon capture sites at the woodchip-fired Asnæs power station and the straw-fired unit at the Avedøre power station in Greater Copenhagen. The project is expected to capture 430,000 tonnes of biogenic CO<sub>2</sub> per year from early 2026. This carbon will then be stored at the Northern Lights site in Norway.

**Copencapture:** E.ON and Danish waste management firm ARC have signed a deal to partner on the development of a carbon capture project at Copenhagen's CopenHill waste-to-energy facility in Denmark. The initiative, known as CopenCapture, aims to capture up to 400,000 tonnes of  $CO_2$ per year.

**ACCSION**: ACCSION will be jointly developed by Air Liquide and Cementir. Air Liquide, through its Cryocap<sup>TM</sup>, proprietary technology using a cryogenic process, will capture, purify and liquefy approximately 95% of the CO<sub>2</sub> emitted by Aalborg plant. Avoidance of 1.5 million tons CO<sub>2</sub> per year at the Aalborg site by 2029.

Furthermore, additional exploration licenses have been awarded both onshore and offshore.

### The carbon management framework in France

#### The development of the French framework

The French regulatory framework is based on the "CCS Directive" and on the "Code minier français".

According to the draft national low-carbon strategy (SNBC 3), the deployment of CCUS may enable to recover between 31.4 and 57.9 million tonnes of  $CO_2$  by 2050. An assessment carried out in 2023 of the decarbonisation trajectory of the 50 industrial sites with the highest  $CO_2$  emissions in France from 2022 onwards highlighted the potential of carbon management activities for decarbonising the French industrial sector. According to the conclusions of this assessment, the volumes of  $CO_2$  captured by French industry could reach up to 4 to 8.5 MtCO<sub>2</sub>/year by 2030 and between 30 and up to 50 MtCO<sub>2</sub>/year by 2050.

To achieve these levels of capture, massive investment of between  $\pounds$ 11 billion and  $\pounds$ 18 billion will be needed between now and 2030 to develop CO<sub>2</sub> capture systems and transport infrastructures.

In July 2024, the Government published a document entitled 'État des lieux et perspectives de déploiement du CCUS en France', which is a continuation and update of the work undertaken since 2023. This document details the French government strategy for CCS. It includes :

- a CCUS deployment trajectory, specifying the timetable and the expected volumes of CO<sub>2</sub> emissions captured in France's major industrial zones;
- a proposal for a scheme for CCS deployment, akin to a Contracts for Difference (CCfD) scheme, providing public support in the form of subsidies to big projects of more than 20 million euros. The financial support will cover a 15 year period and be granted annually to industrial emitters, based on the amount of captured emissions;
- a framework for CO<sub>2</sub> transport infrastructure and risk-sharing arrangements between the State, operators of CO<sub>2</sub> transport infrastructure and their industrial users;
- launch of a projects' call by the end of 2024/ beginning 2025 to subsidise initiatives to improve knowledge of the subsoil and encourage research into geological CO<sub>2</sub> storage capacities in France;
- support to the broader use of CO<sub>2</sub> through the establishment of national obligations to incorporate alternative fuels.

#### **Financial arrangements**

France is progressively launching calls for tenders that have potential impacts on CCS projects.

Following the response of more than 110 contributors to the Public Consultation on Major Industrial Decarbonisation Projects (between June and September 2024), the DGE and DGEC launched a competitive call for tenders on 31 December 2024 to identify major decarbonisation projects at French industrial sites that could benefit from financial assistance in the form of a CCfD (Carbon Contract for Difference). This funding is part of the "France 2030" investment plan. The call for tenders will be handled by ADEME, the appraisal, scoring and selection of candidates, the contractual arrangements for funding the successful candidates, project monitoring and the payment of grants to the successful candidates.

In November 2024, a public consultation on the draft Multiannual Energy Programme (PPE) and National Low Carbon Strategy (SNBC), SNBC-3, was also launched.

France has also signed agreements with other European states to export its  $CO_2$ , including a Letter of Intent signed with Norway and a Bilateral 'Arrangement' signed with Denmark.

#### **Current projects**

The government's plan is to adopt a three-phase deployment strategy for carbon capture and storage projects:

- Phase 1 (2024-2030): deployment of at least two CCUS hubs to capture between 4 to 8 MtCO<sub>2</sub>/year by 2030 (7 major industrial hubs have already been identified, including Fos-sur-Mer, Dunkerque, Le Havre, Saint-Nazaire);
- Phase 2 (2030-2040): deployment of storage facilities in France (particularly onshore), the gradual extension of transport infrastructures in the form of CO<sub>2</sub> valleys and regulatory changes in order to capture between 12 and 20 MtCO<sub>2</sub> by 2040;
- Phase 3 (2040 -2050): volumes of CO<sub>2</sub> captured could reach from 30 to 50 Mt/year.

Several projects are already underway as part of this rollout, including:

**D'Artagnan** - Initiated in 2021, the D'Artagnan project aims to set up infrastructure to transfer  $CO_2$  to the port of Dunkirk and condition it in liquid form to be exported for permanent storage in the North Sea. The project aims to collect 3 million tonnes of  $CO_2$  per year between 2025 and 2030, 6 million tonnes per year between 2030 and 2035 and 12 million tonnes per year between 2035 and 2050.

**ECO**<sub>2</sub>**Normandy** - The ECO2Normandy project, scheduled to come on stream in 2028, aims to develop an infrastructure for capturing, transporting and conditioning  $CO_2$  with a view to exporting it from the port of Le Havre for permanent storage in the North Sea. The project should enable 1.2 million tonnes of  $CO_2$  to be captured each year between 2028 and 2031, 2.4 million tonnes between 2031 and 2036 and just over 3 million tonnes from 2036 onwards.

 $GOCO_2$  - Launched in July 2023, the GOCO<sub>2</sub> project aims to develop an investment programme to build a CO<sub>2</sub> capture and transfer infrastructure to the port of Saint-Nazaire. The project aims to capture 2.6 million tonnes of CO<sub>2</sub> per year by 2030.





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