

In 2023, the Working Group (WG) on infrastructure produced the report [Towards a European cross-border CO2 transport and storage infrastructure](#), underlining the need to develop robust, cross-border and open-access CO2 networks. The WG focused on providing recommendations to the Industrial Carbon Management (ICM) Strategy.

The priority of the WG for 2024 will be to support the implementation of the Strategy by drawing upon key action points.

Firstly, **network planning** will be a key focus¹.

- Taking an energy system integration approach, it will be necessary to look at interactions with the electricity, natural gas and hydrogen sectors. This with a view to develop a meaningful approach to assessing system-wide benefits of CO2 transport investments in an integrated manner and inform the sizing and design at the lowest system costs.
- Inspired by this approach, the WG should work to develop a more advanced, current mapping/planning of future CO2 transport networks at an EU level. This mapping should take into account existing plans and projects, evolving demand from emitters (in addition to immediately expressed demand), synergies with existing EU-wide network planning, engineering requirements and technical feasibility and costs, including the scope for and economic benefits of potential for re-use/repurposing/ of existing infrastructure for CO2 streams.

Secondly, **de-risking and providing a business case** for carbon management technologies, and infrastructure in particular, is one of the key barriers for scaling up the CO2 market in Europe.

- The WG should work to develop a vision of how options for a regulatory framework fostering the emergence of competitive EU internal market (e.g. rTPA vnTPA, use of demand aggregation/network planning) may interact with the financing models for CO2 infrastructure, in particular at the ramp-up phase of the CO2 value chains. E.g. whether de-risking infrastructure investment should be part of enshrine the regulatory model and, if so, what regulatory models are more apt at de-de-risking infrastructure development.
- Both on an EU-level and MS-level, there is a range of policies, instruments and programs in place to support carbon management. The WG should work to establish a more transparent overview to map and identify key sources of financial support to make it easier for industrial stakeholders to obtain suitable funding for their projects.
- Taking into account a longer-term perspective beyond the current MFF, and with reference to the WG report from 2023 mentioning that “*All relevant EU and national funding programmes should be adapted to maximise their potential to fund CO2 infrastructure projects and to avoid ‘chicken and egg’ challenges along the value chain*”, the WG should also work to provide

¹ With reference to action point in the ICMS, p. 10: «*The Commission foresees to... from 2024, work towards proposing an EU-wide CO2 transport infrastructure planning mechanism in cooperation with Member States and the CCUS Forum stakeholder platform. The work related to network planning will also assess to what extent it is possible to reuse/repurpose existing infrastructure for CO2 transport and storage, when considering the priority for infrastructure needs of renewable gases, and if so, what regulatory changes are needed.*»

recommendations with regards to how to strengthen and adapt existing support schemes by improving their ability to address clearly identified market failures.

Thirdly, **permitting** is a key area with potential room for clarification and improvements in order to simplify and speed up lead time of projects. The Net Zero Industry Act (NZIA) aims to solve part of this, mainly focusing on the storage part of the value chain. Referring to the WG report from 2023, one of the conclusions in the paper is that: *“There is an urgent need for a fit-for-purpose EU regulatory framework for CO2 transport infrastructure to complement the CO2 Storage (CCS) Directive.”* The WG should provide a mapping of potential regulatory gaps and provide recommendations as to the added value of the EU in developing regulations related to the permitting of CO2 transport in particular.