

Questions & Answers

Webinar to launch the Call for Expressions of Interest in the Hauts-de-France, Grand Est, Normandy and Île-de-France regions for an inter-regional CO₂ transport project



Could you give details of the current range of transport costs for the price of CO₂

The results of this call for expression of interest, i.e. the number, location and volumes involved, will be used to refine the scope and estimate the transport price.

Gas transported in the gaseous phase?

To date, gas-phase transport is the proposed solution for collecting a large number of emitters likely to be connected over time.

What are the deadlines for the current studies on CO₂ specifications?

The aim of the studies is to confirm the preliminary specification considered from the point of view of risks, before the launch of the construction phase in Dunkirk (2027).

During the feasibility study phase, what (financial and other) commitments will participants have to make?

To initiate the feasibility phase, we will request confirmation of the volumes and date of need from the emitters who responded to the call for expression of interest. In return for the results of the feasibility study, which will be communicated to interested emitters, a financial contribution will be requested.

Do you plan to develop injection points at proposed points along the route to aggregate emitters that are "off-grid"?

The aim of the call for expression of interest is to collect these needs so that injection points can be identified, to which collection networks could be connected.



Are there any plans to have injection points to bring together smaller volumes than those of the large emitters on the projected route? Or even an interconnection with a more local CO₂ transport system with GRDF?

The aim of the call for expression of interest is to gather information on the needs of more diffuse emitters located far from the proposed network, so that centralised injection points can be identified on the network if necessary.

Is there a minimum annual volume of CO₂ that can be injected into this infrastructure?

The aim of the call for expression of interest is to identify needs. We will then work to identify the best connection method, which may be a direct connection or a connection via a collection network. A "small" emitter (e.g. 0.1 MTPA) that is isolated (far from the main network) will be difficult to connect. On the other hand, being close to another, larger emitter could make the connection possible.

Could you describe the business model for the infrastructure?

The model will be similar to that for natural gas transmission, with the marketing of long-term transmission capacity.

What is the timeframe for implementing this infrastructure? For agricultural methanisation sites, what are the advantages of using this solution versus local solutions for recovering biogenic CO₂?

The CO₂ transport infrastructure planned by NaTran is designed to accommodate all types of CO₂, mainly fossil CO₂, but also biogenic CO₂. For the latter, the aim is to supplement local recovery solutions, which are currently limited and could eventually reach their limits.

Connecting to this infrastructure would give biogenic CO₂ emitters access to new outlets, including:



- Production of e-molecules and e-fuels, which will require biogenic CO₂ from 2040 onwards.
- Geological storage, paving the way for negative emissions.

These uses are complementary to current markets (food, beverages, etc.). The aim is therefore to offer additional opportunities to emitting sites, including agricultural methanisation units.

How is the biogenic/non-biogenic CO₂ mixture in the pipeline managed by regulations (certificate system vs material balance)?

At this stage, the regulations do not yet provide for a mechanism, but discussions are underway at European level to make it happen, while correctly distinguishing biogenic CO₂ from non-biogenic CO₂. NaTran believes that this distinction will be made in a similar way to biomethane, with guarantees of origin making no physical distinction.

Have you already defined the acceptable temperature ranges for injection into the future network?

The temperature considered for injection into the network is currently between 40 and 55°C.

Can you confirm that the transported CO₂ will not be food-grade in the regulatory sense of the term? Furthermore, will it be possible to interconnect several networks?

The transported CO₂ cannot be guaranteed to be of food-grade quality. The quality of the transported CO₂ must above all meet safety and transport infrastructure integrity requirements.

The aim of the call for expression of interest is to collect needs in order to identify interconnection points with collection networks.



How do you plan to integrate the various agendas of different emitters so that the costs and risks are not borne by the first emitters to use the service?

The intended commissioning date is part of the data requested in this call for expression of interest, which will enable the planning of investments in this network to be adapted.

NaTran is looking for a "regulated" model for CO₂ transport, with sharing of costs on the one hand and a time-lag (with support from the State and the European Union) on the other, between progressively increasing revenues (with the arrival of new emitters) and the recovery of investment costs.

What is the expected start-up date? For the development of the French network? For the Equinor offshore pipe?

The provisional start-up date for the proposed network is estimated at 2033. However, it will depend very much on the transport needs expressed and their location in relation to Dunkirk.

The projected start-up date for the EQUINOR offshore pipeline is 2031/2032.

In terms of the purity of the transported CO₂, is it possible to have a different specification from that which will be imposed by Equinor on its pipeline, especially given that transport will probably not take place in the same state (gas vs. supercritical)?

It is possible to have a separate specification. Together with our partners and all stakeholders, we seek an optimum specification, the best compromise between compliance with the requirements guaranteeing the long-term operability and integrity of the structures and the economic viability of the system.

