

## CCSA WG meeting minutes

13 November 2025

Online Meeting – recording [here](#).

No.	Item	Action	
	<p><b>Attendees</b></p> <p>Alberto Sanchez Miravalles, CCSA            Stefano Miriello, CCSA            Thierry Grauwels, CCSA            Jasper Heikens, Ecolog            Frederic Vidal, Total            Samuel Chan, ERM            Nicolas Peugniez, NaTran            Robert Hines, Arup            Caterina Molinari, Snam            Nathanael De Leusse, NaTran            Leslie Jaimes Gutierrez, Enagas            Lukas Reichenberger, OGE            Shafi Kareem, Elimini            Giulia Staffetti, Snam            Omar Zin Abidine, Carbonengineering            Theodor Pina, Snam            Maddalena Angiari, Snam            Karim Shafi, Elimini            Chris Phillips, Wood            Johanna Fiksdahl, Equinor</p>	<p>Giulio Nicolett, Snam            Harry Spencer, Carbon clean            James Robinson, Goal7            Emma Wilson, Goal7            Francesco Arena, ENI            Ekaterina Shilina, RWE            Clemens Foerster, BH            Daniel Millward, Uniper+            John McLaughlin, Storegga            Dewi Abiorwerth. Storegga            Ben Skailes, Storegga            Andrea Girotti, Snam            Fergus Marcroft, Carboncatalyst            Tiana Walker, Storegga            Armes, Chris, Veri            Ong, Yea-Ling, Shell            Jakob Lutz, RWE            Hina Qureshi, MOL            Kasia Wilk, DRAX            Sara Jabi, MHI</p>	
1	<p><b>Agenda:</b></p> <ul style="list-style-type: none"> <li>• Introduction &amp; housekeeping</li> <li>• Introduction of new co-chairs</li> <li>• CO2 consultation planning &amp; overview</li> <li>• Discussion on Consultation questions</li> <li>• AOB &amp; conclusion</li> </ul>		
2	<p>Quick presentation of the new elected co-chair (NaTran) and explanation on how the CCSA is addressing its response to the new CO2 Transport consultation.</p>		
3	<p>To collect member input on the ongoing European consultation regarding CO<sub>2</sub> transport regulation</p> <p><b>Key Discussion Points</b></p>		

	<p><b>CCS Standard development debate</b></p> <ul style="list-style-type: none"> <li>- Early establishment of EU-level standards is premature, risking innovation and cost increases.</li> <li>- A common minimum standard is essential across jurisdictions to prevent anti-competitive practices.</li> <li>- Standards should focus on purity levels and technical integrity, especially for transport pipelines. We should focus on specs, not entering in Standards at this early stage.</li> </ul> <p><b>CO2 quality and cost responsibility</b></p> <ul style="list-style-type: none"> <li>- Establishing maximum levels for corrosive impurities and balancing with material protection.</li> <li>- Discussions on responsibility for measurement costs, particularly for cross-border transport.</li> <li>- Quality should not be overly restrictive to encourage market entry, but also not under-conservative.</li> </ul> <p><b>Competitive conditions in CCS value chain</b></p> <ul style="list-style-type: none"> <li>- Competitive dynamics vary across the CO2 value chain, with offshore transport (pipelines and shipping) seen as competitive solutions.</li> <li>- Distinction between onshore and offshore transport is important for regulatory considerations.</li> <li>- The current CCS directive provides sufficient legal basis, with regulation to follow more operational data.</li> </ul> <p><b>Third-Party access and regulation in CCS</b></p> <ul style="list-style-type: none"> <li>- Necessity for real and non-discriminatory third-party access (TPA) to CO2 networks.</li> <li>- Debate on gradual regulation versus immediate regulated access, with concerns about over-regulation hindering market development.</li> <li>- Strong competition law should prevent discriminatory behavior, and regulation should be data-driven.</li> </ul>	
--	--	--

	<p><b>De-risking mechanisms for CCS projects</b></p> <ul style="list-style-type: none"> <li>- Addressing financial risks through contractual and financial de-risking mechanisms like warranties and insurance pools.</li> <li>- The 'double penalty' issue where emitters pay for infrastructure even if their capture facility fails.</li> <li>- Cross-border pipelines pose more financing challenges due to regulatory uncertainty and permitting.</li> </ul> <p><b>Financing CCS infrastructure development</b></p> <ul style="list-style-type: none"> <li>- Limited financial resources necessitate efficient use of funding for CCS infrastructure.</li> <li>- Debate on supporting pipeline construction directly versus supporting projects and clusters.</li> <li>- Longer transport routes and future-proof corridors require financial risk mitigation like guarantees.</li> </ul> <p><b>Role of CCS aggregation platforms</b></p> <ul style="list-style-type: none"> <li>- Existing platforms like the European nitrogen backbone could serve as models for CO2 aggregation.</li> <li>- Platforms should combine demand aggregation, capacity maximization, and data transparency.</li> <li>- There is a consensus that such a platform is not a high priority, and participation should be voluntary.</li> </ul>	
4	<p><b>AOB &amp; conclusion</b></p> <p>Send your feedback as soon as you can</p> <p>The CCSA will be sharing the second drat reply by the end of November</p>	