



Dear Members of the Committee on Transport and Tourism,

As the Trans-European Transport Network (TEN-T) regulation is being reviewed and the vote in TRAN Committee getting closer, the signatories of this letter would like to highlight **the importance of including in the regulation diverse, flexible modes of CO₂ transport to storage**, including rail, ship, barge, and truck.

Nearly all modelling scenarios towards EU climate neutrality by 2050 highlight the key role of CO₂ capture, transport and storage, vital for decarbonising industrial sectors that have few or no other alternatives, such as cement, lime, chemicals and steel – as well as waste to energy facilities and plants.

Currently, pipeline transport and storage of CO₂ can qualify as “Projects of Common Interest” under the TEN-E Regulation. However, many of the projects currently developed, or in development across Europe, will rely on other transport modalities than pipelines, such as ship, barge, rail and truck. All four of the carbon capture and storage projects awarded funding by the EU’s Innovation Fund are planning to make use of non-pipeline modalities such as CO₂ shipping. These modalities must be recognised on equal terms as pipeline transport.

These transport modalities are crucial to spark market development due to higher flexibility and lower cost. Having a range of viable transport options will be particularly important for smaller emitters that are located far from pipelines or storage sites and to enable industrial decarbonisation across all of Europe.

The inclusion of CO₂ transport modalities in the TEN-T would contribute to increase synergies with the TEN-E Regulation, in line with Article 5 of the proposed TEN-T.

Clarifying that the scope of the TEN-T Regulation extends to diverse modes of CO₂ transport will reduce perceived investor risk, incentivise project deployment and market development, and contribute to a decarbonised EU economy. We urge you to **support the tabled amendments that reference and support CO₂ transport modalities, including rail, ship, barge, and truck, as an indispensable component of a comprehensive infrastructure required for decarbonisation in the TEN-T.**

With our best regards,

Signatories:

- **Aker Carbon Capture**
Jon Christopher Knudsen, CCO
- **Altera Infrastructure**
Johanne Koll-Hansen Bø, VP and Head of CCS
- **Bellona Europa**
Lina Strandvåg Nagell, Senior Manager Project & EU Policy
- **Clean Air Task Force**
Lee Beck, Senior Director, Europe
- **Cembureau**
Koen Coppenholle, CEO
- **Danish Shipping**
Bjarne Løf Henriksen, Head of EU Representation
- **Energy Policy Group**
Luciana Miu, Head of Clean Economy Programme
- **The European Lime Association**
Rodolphe Nicolle, Secretary General
- **E3G**
Manon Dufour, Head of Brussels Office
- **Global CCS Institute**
Guloren Turan, GM Advocacy
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- **Heidelberg Materials**
Jan Theulen, Goup Lead CCUS, Director Technologies & Partnerships
- **Holcim**
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- **Klimpo**
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- **Knutsen NYK Carbon Carriers**
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- **Norwegian Shipowners Association**
Harald Solberg, CEO
- **Pole Avenia**
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- **Port of Gothenburg**
Elvir Dzanic, CEO
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- **SINTEF**
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- **Victrol**
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- **VTG**
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