



2017

Carbon Sequestration

TECHNOLOGY ROADMAP

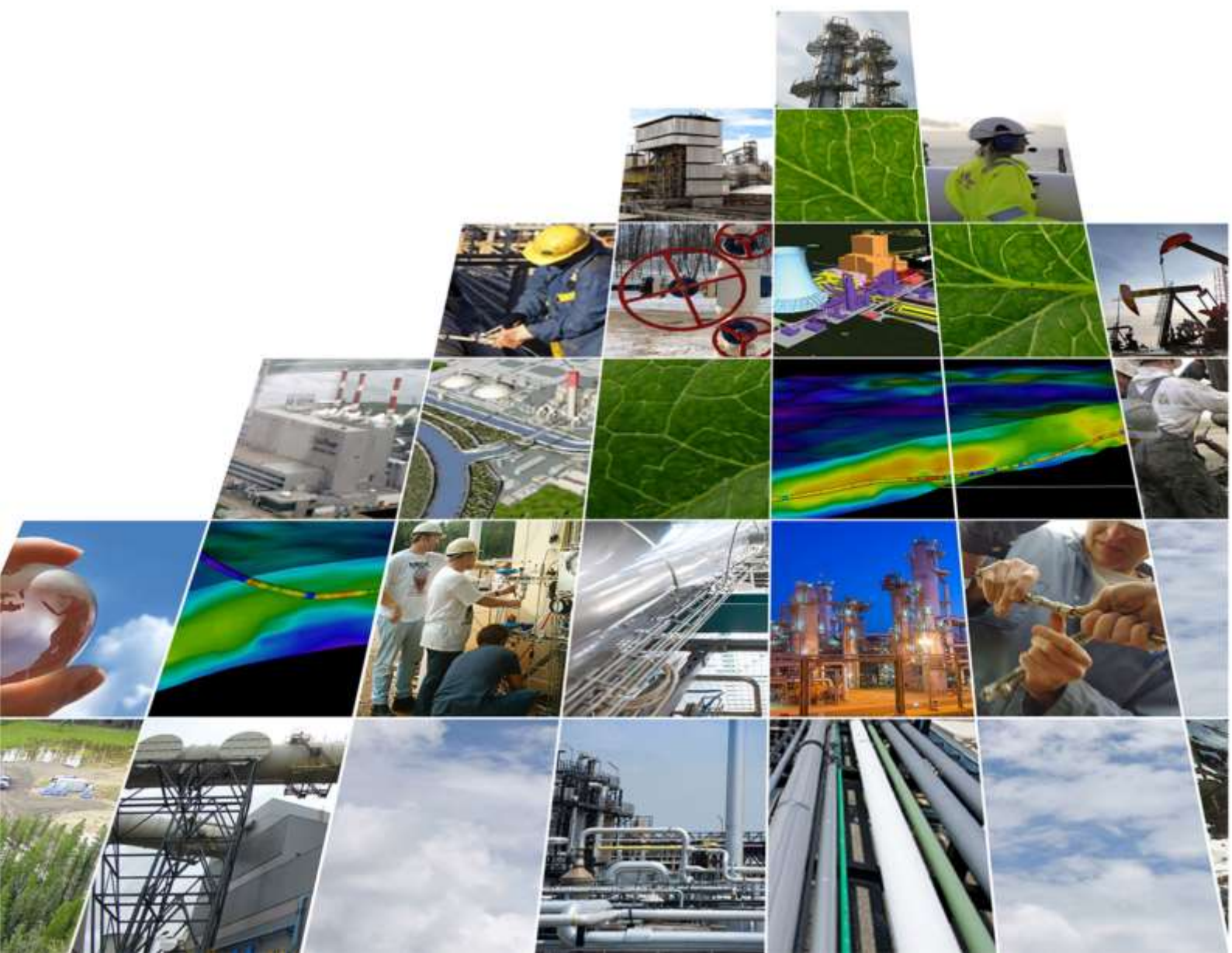


Table of Contents

EXECUTIVE SUMMARY	1
Key Findings	1
Priority Recommendations	2
1. INTRODUCTION	5
1.1. Objective and audience	5
1.2. Background	5
1.3. Terminology	5
1.4. Major differences between 2013 and 2017 roadmaps	6
2. THE IMPORTANCE OF DEPLOYING CCS	7
2.1. The need to reduce CO₂ emissions	7
2.2. The importance of CCS, the industrial sector, and negative emissions	7
2.3. The urgency to increase the pace in deploying CCS	8
2.4. Nontechnical measures needed to accelerate the pace of CCS deployment	9
3. TECHNOLOGY NEEDS	12
3.1. Capture	12
3.1.1. Power	12
3.1.2. Industry.....	12
3.1.3. Bio-CCS.....	13
3.1.4. Hydrogen as a mechanism to decarbonize industries.....	14
3.1.5. Addressing technology needs.....	15
3.1.6. Recommendations for CO ₂ capture.....	17
3.2. CO₂ infrastructure	18
3.2.1. Transport.....	18
3.2.2. Hubs and clusters.....	19
3.2.3. Recommendations for CO ₂ transport and infrastructure.....	21
3.3. Storage	21
3.3.1. Identified technology needs	23
3.3.2. Recommendations for CO ₂ storage	24
3.4. CO₂ utilization, including enhanced hydrocarbon recovery	26
3.4.1. Identified technology needs	27
3.4.2. Recommendations for CO ₂ utilization.....	28
4. SUMMARY	29
5. PRIORITY ACTIONS RECOMMENDED FOR IMPLEMENTATION BY POLICYMAKERS	30
6. FOLLOW-UP PLANS	31
7. ACKNOWLEDGEMENTS	32
ANNEX A. ABBREVIATIONS AND ACRONYMS	33
ANNEX B. SUMMARY OF TECHNICAL RECOMMENDATIONS	34
ANNEX C. REFERENCES	38

Executive Summary

The Carbon Sequestration Leadership Forum (CSLF) *Technology Roadmap 2017* aims to provide recommendations to Ministers of the CSLF member countries on technology developments that are required for carbon capture and storage (CCS)¹ to fulfill the CSLF mission to facilitate the development and deployment of CCS technologies via collaborative efforts that address key technical, economic, and environmental obstacles.

With the release of this technology roadmap, the CSLF aspires to play an important role in reaching the targets set in the Paris Agreement by accelerating commercial deployment and to set key priorities for research, development, and demonstration (RD&D) of improved and cost-effective technologies for the separation and capture of carbon dioxide (CO₂); its transport; and its long-term safe storage or utilization.

Key Findings

Based on reviews of several status reports on CCS and technical papers, as well as comments and input from international experts, the main findings of this *Technology Roadmap 2017* are as follows:

- CCS has been proven to work and has been implemented in the power and industrial sectors.
- The coming years are critical for large-scale deployment of CCS; therefore, a sense of urgency must be built to drive action.
- Substantial, and perhaps unprecedented, investment in CCS and other low-carbon technologies is needed to achieve the targets of the Paris Agreement.
- The main barriers to implementation are inadequate government investment and policy support/incentives, challenging project economics, and uncertainties and risk that stifle private sector investment.
- Rapid deployment of CCS is critical in the industry and power sectors in both Organisation for Economic Co-operation and Development (OECD) and non-OECD countries, especially in those industries for which CCS is the most realistic path to decarbonization.
- Negative CO₂ emissions can be achieved by using a combination of biomass and CCS.
- Costs and implementation risks can be reduced by developing industrial clusters and CO₂ transport and storage hubs.
- Members of the CSLF consider it critical that public-private partnerships facilitate material and timely cost reductions and accelerated implementation of CCS.

Analysis by the International Energy Agency Greenhouse Gas R&D Programme (IEAGHG 2017a) shows that if sufficiently strong incentives for a technology are established, the rate of build-out historically observed in industry analogues (power sector, oil and gas exploration and production, pipeline transport of natural gas, and ship transport of liquefied natural gas) has been comparable to the rates needed to achieve the 2°C Scenario (2DS) for CCS.² Reaching the beyond 2°C Scenario (B2DS) target will be significantly more challenging. Substantial investment in new CCS facilities from both the public and the private sectors is essential to achieve the required build-out rates over the

¹ In this technology roadmap, carbon capture, utilization, and storage (CCUS) is considered a subset of CCS.

² The International Energy Agency, in *Energy Technology Perspectives 2017* (IEA 2017a), explores the potential of technologies to push emissions to a 2°C level, referred to as the 2°C Scenario (2DS), and below the level associated with a 2°C limit, referred to as the Beyond 2°C Scenario (B2DS). B2DS charts a trajectory for the energy sector resulting in a 50% chance of limiting the rise in temperature to 1.75°C.

coming decades. Governments need to establish market incentives and a stable policy commitment and to provide leadership to build public support for actions such as the following:

- A rapid increase of the demonstration of all the links in the CCS chain.
- Extensive support and efforts to build and operate new plants in power generation and industry.
- Facilitation of the exchange of data and experiences, particularly from existing large-scale plants with CCS.
- Support for continued and comprehensive RD&D.
- Facilitation of industrial clusters and CO₂ transport and storage hubs.

Priority Recommendations

Governments and industries must collaborate to ensure that CCS contributes its share to the Paris Agreement's aim to keep the global temperature increase from anthropogenic CO₂ emissions to 2°C or below by implementing sufficient large-scale projects in the power and industry sectors to achieve the following:¹

- Long-term isolation from the atmosphere of at least 400 megatonnes (Mt) CO₂ per year by 2025 (or permanent capture and storage of in total 1,800 Mt CO₂).
- Long-term isolation from the atmosphere of at least 2,400 Mt CO₂ per year by 2035 (or permanent capture and storage of in total 16,000 Mt CO₂).

To this end, CSLF members recommend the following actions to the CSLF Ministers:

- Promote the value of CCS in achieving domestic energy goals and global climate goals.
- Incentivize investments in CCS by developing and implementing policy frameworks.
- Facilitate innovative business models for CCS projects.
- Implement legal and regulatory frameworks for CCS.
- Facilitate CCS infrastructure development.
- Build trust and engage stakeholders through CCS public outreach and education.
- Leverage existing large-scale projects to promote knowledge-exchange opportunities.
- Drive costs down along the whole CCS chain through RD&D.
- Accelerate CCS in developing countries by funding storage appraisals and technology readiness assessments.
- Facilitate implementation of CO₂ utilization.

CCS is a key technology to reduce CO₂ emissions across various sectors of the economy while providing other societal benefits (energy security and access, air pollution reduction, grid stability, and jobs preservation and creation). Policy frameworks for CCS need to include equitable levels of consideration, recognition, and support for CCS on similar entry terms as other low-carbon technologies and reduce commercial risks. To support the deployment of CCS, it is critical to facilitate innovative business models for CCS by creating an enabling market environment. Fit-for-purpose and comprehensive legal and regulatory frameworks for CCS are needed on a regional scale (e.g., the London Protocol to provide for offshore cross-border movement of CO₂). Strategic power and industrial CO₂ capture hubs and clusters, with CO₂ transportation and storage infrastructure, including early mapping matching sources to sinks and identification and characterization of potential storage sites, will also be needed. CCS stakeholder engagement remains critical to implementation and is aimed at building trust, addressing misconceptions, and supporting educators and community proponents of CCS projects, while improving the quality of communication.

RD&D for novel and emerging technologies is required along the whole CCS chain, as shown by the Mission Innovation workshop on Carbon Capture, Utilization, and Storage held in September 2017. The same holds for knowledge sharing. These efforts should be targeted to provide the exchange of design, construction, and operational data, lessons learned, and best practices from existing large-scale projects. The sharing of best practices continues to be of highest value and importance to driving CCS forward while bringing costs down. CO₂ utilization can be facilitated by mapping opportunities; conducting technology readiness assessments; and resolving the main barriers for technologies, including life cycle assessments and CO₂ and energy balances.

***Governments have a critical role in accelerating
the deployment of CCS.***

This page intentionally blank

1. Introduction

1.1. Objective and audience

The objective of the Carbon Sequestration Leadership Forum (CSLF) *Technology Roadmap 2017* is to provide recommendations to Ministers of the CSLF member countries on technology developments that are required for carbon capture and storage (CCS) to fulfill the CSLF mission to facilitate the development and deployment of CCS technologies via collaborative efforts that address key technical, economic, and environmental obstacles.

The recommendations in this roadmap are directed to CSLF Ministers and their climate and energy policymakers. The CSLF Technical Group has proposed this roadmap for the CSLF Policy Group to consider as formal input into the 2017 communiqué of the biennial CSLF Ministerial meeting.

With the release of this technology roadmap, the CSLF aspires to play an important role in reaching the targets set in the Paris Agreement by accelerating commercial deployment and to set out key priorities for research, development, and demonstration (RD&D) of improved and cost-effective technologies for the separation and capture of carbon dioxide (CO₂), its transport, and its long-term safe storage or utilization.

1.2. Background

The International Energy Agency (2016a, b) and the Global Carbon Capture and Storage Institute (2015a, 2016a) state that CCS can significantly contribute to the achievement of Paris Agreement targets adopted at the 21st Conference of the Parties in December 2015: “Holding the increase in the global average temperature to well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5°C above pre-industrial levels, recognizing that this would significantly reduce the risks and impacts of climate change” (UNFCCC 2015). The importance of CCS to mitigate the global economic cost of achieving a 2°C goal was highlighted by the Intergovernmental Panel on Climate Change (IPCC 2014), which found that achieving an atmospheric concentration of 450 parts per million (ppm) CO₂ without CCS is more costly than for any other low-carbon technology, by an average of 138%. Further, only four of 11 models that included CCS as an optional mitigation measure could produce scenarios that successfully reached the targeted concentration of 450 ppm without CCS, emphasizing that CCS is an important low-carbon energy technology.

1.3. Terminology

For the purpose of this document, the following definitions apply:

- The term carbon capture and storage (CCS) is used when CO₂ is captured from its source of production and transported to a geologic storage site for long-term isolation from the atmosphere.
- The term carbon capture, utilization, and storage (CCUS) is used when all or part of the CO₂ is used before all is being geologically stored for long-term isolation from the atmosphere. This may include instances in which CO₂ is used to enhance the production of hydrocarbon resources (such as CO₂-enhanced oil recovery) or in the formation of minerals or long-lived compounds from CO₂, thereby permanently isolating the CO₂ from entering the atmosphere.
- Carbon capture and utilization (CCU) is used when the CO₂ is stored only temporarily. This includes applications in which CO₂ is reused or used only once while generating some additional benefit. Examples are urea and algal fuel formation or greenhouse utilization.

CCUS is a subset of CCS, and only the term CCS will be used in this document, except in section 3.4.

For a CO₂-usage technology to qualify for reduction of CO₂ emissions (e.g., in trading and credit schemes), it should be required that a *net amount* of CO₂ is eventually securely and permanently prevented from re-entering the atmosphere. It is likely that CCUS and CCU will have limited contributions to the mitigation challenge, of the order of 4%–8% for CO₂-enhanced oil recovery (CO₂-EOR) and 1% for chemical conversion of CO₂ (Mac Dowell et al. 2017). Therefore, CCU and particularly CCUS in the form of CO₂-EOR may be seen as a means of securing financial support for

the early deployment of CCS in the absence of sufficient carbon prices or other incentives to deploy CCS, thus helping accelerate technology deployment (Mac Dowell et al. 2017). For example, if CO₂ from a slipstream of flue gas is used for utilization, this may contribute to reducing the cost of CO₂ capture, thus acting as a driver for the development of capture projects and transport and storage infrastructure. CCU can contribute to reduced CO₂ emissions if the CO₂ replaces new, fresh hydrocarbons as a source for carbon. In such circumstances the total carbon footprint, including energy requirements for the conversion process, must be documented (e.g., through a full life cycle analysis).

If the goals of the Paris Agreement are to be met, the scale of deployment would require the greater parts of CO₂ to be geologically stored, through CCS.

1.4. Major differences between 2013 and 2017 roadmaps

The major change in the *Technology Roadmap 2017* is new time horizons for medium- and long-term recommendations and targets: 2025 and 2035, compared with 2030 and 2050. The change emphasizes that the CSLF Technical Group recognizes a need for accelerated implementation of CCS.

Other changes are mainly found in section 3.1. and section 3.2. In the chapter on capture, explanations relating to technology types, which are described in referenced documents, have been kept to a minimum. There is a renewed emphasis on CCS applied to industrial processes, including hydrogen production and biomass, as well as on learnings from large-scale projects. The section on transport and infrastructure has been expanded, with an emphasis on the development of industrial clusters and storage hubs.

2. The Importance of Deploying CCS

2.1. The need to reduce CO₂ emissions

In 2014 total energy-related direct global emissions of CO₂ amounted to approximately 34,200 megatonnes (Mt), of which 8,300 Mt CO₂/year were direct emissions from industry and 13,600 Mt CO₂/year were direct emissions from the power sector (IEA 2017a).³

To reach the Paris Agreement's 2°C target, the International Energy Agency (IEA) estimates that global CO₂ emissions must be reduced to just below 9,000 Mt CO₂/year by 2060, a reduction of more than 60% compared to 2014, and must fall to net zero by no later than 2100 (IEA 2017a). In the Beyond 2°C Scenario (B2DS), the power sector reaches net negative emissions after 2045, and the whole energy sector reaches net zero in 2060. In B2DS, CCS is critical in reducing emissions from the power and industrial sectors and delivering negative emissions when combined with bioenergy. Reaching the significantly more ambitious vision of the Paris Agreement 1.5°C target would require faster and deeper CO₂ emissions reductions across both the energy supply and demand sectors.

Emissions Reduction Scenarios

Energy Technology Perspectives 2017 (IEA 2017a) explores the potential of technologies to push emissions to a 2°C level, referred to as the 2°C Scenario (2DS), and below the level associated with a 2°C limit, referred to as the Beyond 2°C Scenario (B2DS). B2DS charts a trajectory for the energy sector resulting in a 50% chance of limiting the rise in temperature to 1.75°C.

The Reference Technology Scenario (RTS) takes into account today's commitments by countries to limit emissions and improve energy efficiency, including the nationally determined contributions pledged under the Paris Agreement. By factoring in these commitments and recent trends, the RTS already represents a major shift from a historical "business as usual" approach with no meaningful climate policy response. The RTS requires significant changes in policy and technologies in the period to 2060 as well as substantial additional cuts in emissions thereafter. These efforts would result in an average temperature increase of 2.7°C by 2100, at which point temperatures are unlikely to have stabilized and would continue to rise.

2.2. The importance of CCS, the industrial sector, and negative emissions

In the IEA 2°C Scenario (2DS), CCS will account for 14% of the accumulated reduction of CO₂ emissions by 2060 and 32% of the reduction needed to go from 2DS to B2DS by 2060 (IEA 2017a). Major cuts must be made in all sectors in addition to the power sector. The industrial sector will have to capture and store 1,600 Mt CO₂/year in the 2DS and 3,800 Mt CO₂/year in the B2DS by 2060, yet the sector is still the largest contributor to accumulated CO₂ emissions to 2060 and the major CO₂ source in 2060. CCS is already happening in industries such as natural gas processing, fertilizer production, bioethanol production, hydrogen production, coal gasification, and iron and steel production (GCCSI 2016b). In addition, the demonstration of CO₂ capture unit on a waste incineration plant has taken place in Japan (Toshiba 2016), and small-scale testing has taken place in Norway (City of Oslo 2016). In 2060, CCS is expected to make up 38% of total emissions reductions in industry between the Reference Technology Scenario (RTS) and B2DS, and somewhat less than half this amount between RTS and 2DS (IEA 2017a), showing that CCS will be a critical technology for many emissions-intensive industries.

There is a high likelihood that the 2DS and, in particular, the B2DS, cannot be achieved without the deployment of "negative emissions technologies" at scale (IPCC 2014; IEA 2017a). There are several technologies that have the potential to contribute to the reduction of atmospheric CO₂ levels; each of these, however, brings its own uncertainties, challenges, and opportunities. Included among them are

³ Total greenhouse gas emissions were significantly higher, at approximately 49 gigatonnes CO₂ equivalent in 2010 (IPCC 2014).

reforestation, afforestation (photosynthesis), direct air capture, and bioenergy coupled with CCS (i.e., CCS applied to the conversion of biomass into final energy products or chemicals). In the B2DS, almost 5,000 Mt CO₂ are captured from bioenergy, resulting in negative emissions in 2060 (IEA 2017a).

2.3. The urgency to increase the pace in deploying CCS

In 2012 the IEA expressed the view that “development and deployment of CCS is seriously off pace” (IEA 2012). Despite the fact that several large-scale CCS projects have come into operation since 2012 (see GCCSI 2015a, 2016a; IEA 2016b; and section 3) and that the IEA’s estimated contribution from CCS by 2050 is 14% of the accumulated global abatement needed by 2060, the IEA (2016a, 2017a) strongly calls for increased efforts in implementing CCS: “An evolution in the policy approach to deploying CCS, as well as an increase in public-sector commitment, will be needed to reach ambitious climate targets such as those behind the 2DS and B2DS. Deploying CCS at the pace and scale envisaged in the 2DS and the B2DS requires targeted support for the different elements of the CCS chain and responses to the commercial, financial and technical challenges. Governments can encourage the uptake of CCS and leverage private investment by recognizing and supporting CO₂ transport and storage as common user infrastructure, critical to a low-carbon economy” (IEA 2017a).

The IEA is supported by the Global Carbon Capture and Storage Institute (GCCSI), which in its 2015 report on the global status of CCS (2015a) finds that “While CCS has made great progress this decade, it is abundantly clear that we must sharply accelerate its deployment.” Key findings of the 2015 report may be summarized as follows:

- CCS is vital to meet climate goals.
- Only CCS can reduce direct CO₂ emissions from industry at scale.
- CCS has proved operational viability.
- CO₂ storage capabilities are demonstrated.
- CO₂ storage resources are significant.
- CCS costs will have to come down from 2016 levels.
- Excluding CCS will double the cost of mitigation.

Four international organizations have underlined the need for clear messages on CCS deployment to the CSLF ministers:

- Plans submitted by Mission Innovation members show that 19 of its 23 members (including the European Commission) list CCS as a focus area for clean energy research and development (Mission Innovation 2017).⁴ A workshop organized by Mission Innovation identified priority research needs for CO₂ capture, storage, and utilization (Mission Innovation 2018).
- The World Resources Institute supported widespread implementation of CCS (WRI 2016).
- The Oil and Gas Climate Initiative announced one billion US dollars in funding for climate investments over a 10-year period (OGCI 2016), of which a significant proportion of this fund will be available for CCS projects (CCSA 2016).
- The Clean Energy Ministerial at its 8th meeting in Beijing, China, in June 2017 underlined the need for clear messages on CCS deployment (IEA 2017b).

The challenge can be illustrated by the fact that large-scale CCS projects in operation and or under construction in 2017 have a CO₂ capture capacity of about 40 Mt CO₂/year (GCCSI 2016a), whereas the required targets set by the IEA (2017a) for the 2DS and the B2DS are much higher (figure 2.1). The figure shows that the total captured and stored CO₂ will have to reach approximately 1,800 Mt CO₂ by 2025 and 16,000 Mt CO₂ by 2035 for the 2DS to be delivered. For the B2DS, the 2025 target is 3,800 Mt CO₂ and the 2035 target is almost 26,000 Mt CO₂.

⁴ At the 21st Conference of the Parties, held in Paris, France, in December 2015, 20 countries plus the European Union joined Mission Innovation and pledged to double clean energy research and development funding in 5 years.

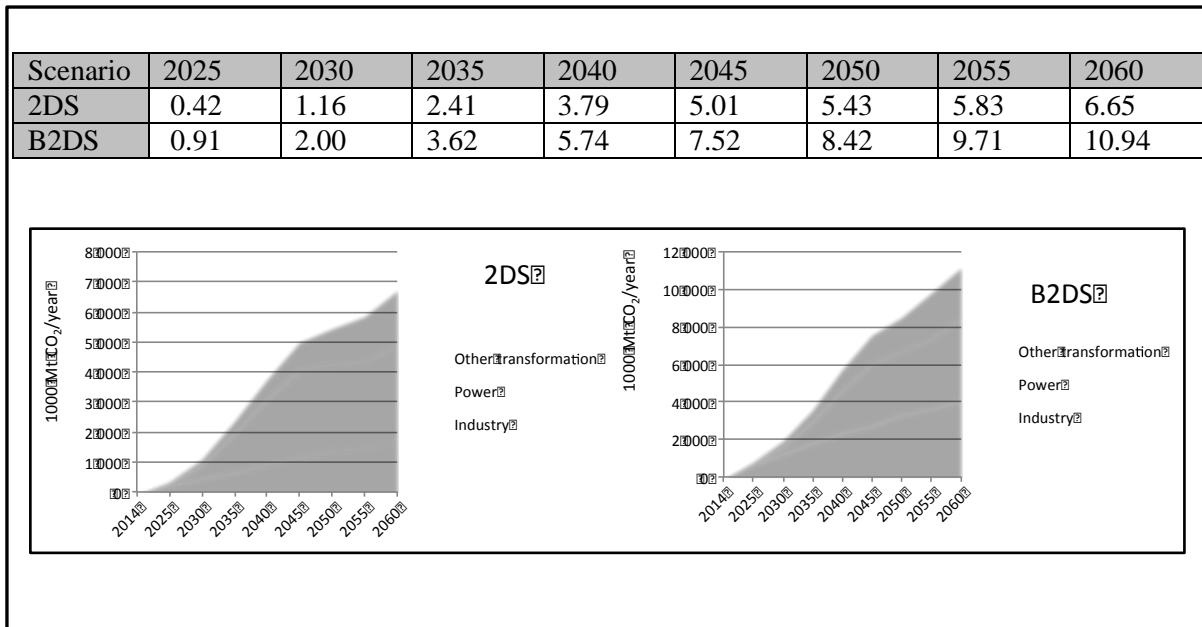


Figure 2.1. CO₂ captured and stored per year to achieve the 2°C Scenario (left panel) and Beyond 2°C Scenario (right panel), in 1,000 Mt CO₂/year (after IEA 2017a).

Capturing and storing 420 Mt CO₂/year by 2025 requires a considerable acceleration of deployment of CCS projects. In order for large-scale CCS deployment to take place, it is necessary to move from project-by-project thinking to systems thinking. Although the momentum for deploying CCS has slowed, and renewed national commitments and strengthened policy settings will be essential, it may still be possible to achieve the deployment needed. A review by the International Energy Agency Greenhouse Gas R&D Programme (IEAGHG 2017a) finds that the rate of build-out in industry analogues has been comparable to the rates now needed for CCS in the 2DS. The study shows that, if sufficiently strong incentives for a technology are established, industry has historically achieved the rapid build-out rates required for the projected scale of deployment. Although the analogues have limitations, the study shows that it may be technically feasible to realize the anticipated CCS build-out rates. However, substantial and perhaps unprecedented efforts from both the public and the private sectors will be required to deliver and maintain the anticipated CCS build-out rates over the coming decades. These efforts will include market incentives, stable policy commitment, government leadership, and public support. Achieving the B2DS will be significantly more challenging.

Thus, CCS will be needed in many sectors if the Paris Agreement targets are to be achieved, and more needs to be done to accelerate CCS at the pace needed to meet these ambitions. The CSLF Technical Group considers that some reasons for the slow implementation of CCS include the following:

- The complexity of large integrated CCS projects.
- Insufficient financial support for commercial-scale deployment.
- A lack of business cases and models.
- High comparative costs under weak national levels of carbon constraints.
- Localized opposition stakeholder challenges, limited knowledge, and support of the technology.

2.4. Nontechnical measures needed to accelerate the pace of CCS deployment

The CSLF mission clearly expresses a commitment to facilitate CCS as a tool to combat climate change. Technical as well as nontechnical measures are required to accelerate the deployment of CCS as a mitigation tool for global warming. Pure policy measures are not part of this technology roadmap, but there is not always a clear distinction between policy and technical measures. The combined policy/technical measures include but are not limited to the following:

- Demonstrate the value proposition of CCS as a key technology to reduce CO₂ emissions across various sectors of the economy while providing other societal benefits (energy security; access;

and additional environmental benefits, such as air pollution reduction, grid stability, and jobs preservation and creation).

- Develop policy frameworks that incentivize investment in CCS and reduce commercial risks.
- Identify and create markets that can support a business case for CCS investment.
- Implement fit-for-purpose legal and regulatory frameworks in key regions where CCS is required to be developed, including frameworks to allow CO₂ transport and storage across marine borders (the London Protocol for cross-border movement of CO₂).
- Develop strategic hubs, including mapping matching sources and sinks of CO₂, transportation, and storage infrastructure.
- Accelerate social engagement by enhancing CCS public outreach and education to build trust, reduce and tackle misconceptions, and support educators as well as community proponents of CCS projects (see also GCCSI 2016a).

The Carbon Capture and Storage Association has also identified other nontechnical steps to support the implementation of CCS (CCSA 2013). Although written for the United Kingdom, the steps have international relevance.

For bio-CCS, nontechnical issues that fall outside the scope of this technology roadmap include the following:

- Greenhouse gas reporting frameworks and emissions pricing schemes do not account for negative emissions in several, if not most, jurisdictions.
- There is a significant span in the estimates of the potential scale of bio-CCS, resulting from a limited understanding of the implications of, and interactions between, water and land use, food production, total energy use and greenhouse gas emissions, the climate system, and biodiversity and ecosystems.
- Health and social implications, particularly in relation to other emissions and discharges, like particulate matter, may lead to increased negative impacts unless precautions are taken (Kemper 2015).
- Stimulating bioenergy stakeholders to consider CCS in the sector, through targeted incentives and a nonpenalizing accounting methodology.

Since the *CSLF Technology Roadmap 2013*, there have been developments in the application of regulations in terms of projects applying for permits, and in reviews of regulation such as the European Union CCS Directive. Such activities are most useful to test the regulatory regimes. Storage permits have been successfully awarded to projects in the United States, Canada, Japan, the Netherlands, Norway, and the United Kingdom. The European Union CCS Directive was reviewed in 2014 and found fit for purpose, so no amendments were made.

A major development not covered in the *CSLF Technology Roadmap 2013* was the adoption by the Parties to the United Nations Framework Convention on Climate Change (UNFCCC) of CCS as an eligible project-level activity in the Clean Development Mechanism (CDM) under the Kyoto Protocol. In 2011 a set of rules specific to CCS were agreed on, to allow CCS projects located in developing countries to generate tradable carbon offsets for developed country Parties to use against their emissions reduction commitments under the Kyoto Protocol. It is widely anticipated that future mechanisms developed under the UNFCCC for developing countries will follow the principles established by these CCS CDM rules (modalities and procedures).

Despite these positive developments, there is still much work to do. Many countries that have expressed an interest in using CCS to reduce emissions have yet to develop regulatory frameworks, while in others, regulatory frameworks remain untested.

One opportunity, as highlighted in the United States, is the replacement of natural CO₂ with CO₂ captured from power or industrial plants to enhance oil production (CO₂-EOR), resulting in net CO₂ storage outcomes. Projects employing CO₂-EOR, particularly in the United States, Canada, and the Middle East, are operating under existing hydrocarbon legal and regulatory regimes and not regimes specifically designed for CO₂ storage. Should these projects wish to be recognized for storing CO₂, transitional regulatory arrangements will need to be considered to require operators to address

storage-focused performance objectives. The International Organization for Standardization (ISO) Technical Committee on CCS (TC 265), which was approved by the members in 2011 and started its work in 2012, is working on this issue.

Similarly, cross-border offshore projects remain an issue, unless the CO₂ is used for enhanced oil recovery (EOR). This includes capturing CO₂ in one jurisdiction and/or transporting and storing it in another. For those jurisdictions without suitable offshore storage options, this will be an important issue. The London Protocol has its cross-boundary amendment and guidance in place, but its application into force awaits the slow ratification of the export amendment.

Long-term liability continues to be highlighted as an issue of concern to many policymakers, regulators, investors, and project proponents. Some of the legal and regulatory models developed in the past 10 years have established liability rules and compensation mechanisms that address the entire life cycle of a CCS project, including the post-closure period. However, for these frameworks, it remains to be seen whether closure certificates (and the like) can be successfully obtained and owners' liabilities practically limited (via transfers, indemnifications, and so on).

There is a considerable activity underway in the ISO that could support future development of regulations for the components of the CCS chain. ISO TC 265 has established six working groups, on capture, transport, storage, quantification and verification, cross-cutting issues, and CO₂-EOR, with the intent to develop a range of standards. It published an international standard on CO₂ transport in 2016, and it is expected to publish an international standard on CO₂ geological storage in 2017 and an international standard on CO₂-EOR in late 2018.⁵

⁵ More information on recent regulatory developments can be found in Dixon, McCoy, and Havercroft (2015).

3. Technology Needs

3.1. Capture

This chapter identifies technology needs for CO₂ capture from point sources (for example > 0.1 Mt CO₂/year) in the power and industrial sectors. It starts with a brief assessment of the present situation.⁶ An overview of large-scale CCS projects can be found in the GCCSI database (<https://www.globalccsinstitute.com/projects/large-scale-ccs-projects>). Below only a few are mentioned.

3.1.1. Power

Some power projects have become operational, or are close to being operational, since the issue of the *CSLF Technology Roadmap 2013*, including Boundary Dam, Canada (post-combustion with absorption; a summary is provided in IEAGHG 2015a) and Petra Nova, United States (power and post-combustion capture with chemical absorption). Also, several demonstration capture plants have been operating for many years, including Plant Barry, United States (power and post-combustion with absorption); Boreyong, Korea (power and post-combustion with solvent absorption); Hadong, Korea (power and post-combustion with solid sorbent adsorption); and Huaneng Greengen, China (power with integrated gasification combined cycle pre-combustion capture). Dedicated test facilities for the capture of CO₂ have been established in Australia, Canada, China, Norway, the United Kingdom, France, Spain, and the United States, for example. The scale of these is generally up to 20–30 megawatts (MW), or a capture capacity up to the order of one hundred thousand tonnes of CO₂/year. Most are based on post-combustion and oxy-combustion technologies.

3.1.2. Industry

There are several industrial plants where CO₂ is captured, in almost all as part of the commercial process (GCCSI 2016b). These are found in natural gas sweetening, refineries, fertilizer production, iron and steel production, and coal gasification. Several such plants have implemented CCS, including full-scale industry projects such as Quest (Shell Canada; hydrogen production, solvent-based absorption); the Air Products Port Arthur CCS project (hydrogen and CO₂ production with pressure swing adsorption and vacuum swing adsorption, respectively); and the Emirates Steel Industry (United Arab Emirates; amine-based CO₂ capture from the direct reduced iron process). In Japan, CCS on the Tomakomai refinery (GCCSI 2016d) and the first application of CO₂ capture to waste incineration (Toshiba 2016) both started in spring 2016. There are also activities for the application of CCS in the petrochemical industry in China; a cement plant in Taiwan; and concept studies for cement, waste incineration, and fertilizer plants in Norway (MPE 2016; Svalestuen, Bekken, and Eide 2017).

Several studies and reports deal with capture technologies that may be applicable to various industries, their potential to reduce emissions, and the technological as well as other barriers to their implementation.⁷ Their key findings include the following:

- Some currently available technologies, in particular amine solvents, are ready to be applied in early projects in several industries.
- Oxy-combustion capture is an early-stage candidate in some industries, although there is limited operational experience.

⁶ For an extensive review of CO₂ capture technologies in the power and industrial sectors, see for example the *International Journal of Greenhouse Gas Control*, Special Issue 40 (IJGCC 2015), GCCSI (2016c), ISO (2016a), and ZEP (2017a).

⁷ For example, UNIDO (2010), IEA and UNIDO (2011), ZEP (2013a, 2015, 2017a), ISO (2016a), DECC (2014, 2015), MPE (2016), GCCSI (2016c), IEAGHG (2013a) (iron and steel), IEAGHG (2013b) (cement), IEAGHG (2016a) (pulp and paper), IEAGHG (2017b, 2017c) (hydrogen production), and IEAGHG (2017d) (natural gas production).

- In industrial applications, other technologies might be favored when they allow for better integration with the existing process (e.g., direct calcination technology in cement plants).
- Considerable knowledge and experience from the power sector's development and implementation of CO₂ capture technologies can be transferred to a range of industries.

A study performed for the former United Kingdom Department of Energy and Climate Change (DECC 2015) indicated that as much as 36.5% of industrial CO₂ emissions in the United Kingdom may be reduced by directly employing CCS. More would be achieved through the use of CCS to decarbonize electricity and gas (e.g., via hydrogen) supplied to industry. In a roadmap towards zero emissions by 2050, the Norwegian process industries indicated that CCS can be responsible for 36% of the required cuts in CO₂ emissions, relative to a reference case with robust industrial growth (Norsk Industri 2016).

There are, however, still technology challenges related to the implementation of CCS in energy-intensive industries:

- High costs.
- Levels of uncertainty regarding investments.
- Environmental impacts as well as health and safety implications regarding waste products and toxicity.
- Increased operational complexity and risks (integration, hidden costs of additional downtime, alternative product supplies, and technology lock-in; these will be site-specific).
- New applications of existing technologies that are not yet proven at scale.
- Understanding the impact of different compositions of the feed and/or flue gases compared to the power sector.

3.1.3. Bio-CCS

Biomass absorbs CO₂ from the atmosphere as it grows. Net removal of CO₂ from the atmosphere, or negative emissions, may be achieved if the CO₂ released during conversion of biomass to chemicals or energy products is captured and stored permanently in geological formations, here referred to as bio-CCS. The biomass must be grown in a sustainable manner. The importance of bio-CCS has been highlighted by the Intergovernmental Panel on Climate Change (IPCC 2014). There are currently a number of projects in operation that capture 0.1–0.3 Mt CO₂/year, mainly from ethanol plants (Kemper 2015; Ensus 2016; CSLF 2017a). The Illinois Industrial Project, by Archer Daniels Midland Company in the United States, has from April 2017 captured 1 Mt CO₂/year. At least three of the projects sell the CO₂ for EOR, and one injects the CO₂ into a deep saline formation. The others sell the CO₂ for use in the greenhouse and food industries.

The scale of operational bio-CCS plants are orders of magnitude less than what will be needed for bio-CCS to become a major contributor to negative CO₂ emissions. Estimates of the theoretical potential of bio-CCS to remove CO₂ from the atmosphere show significant spread (for example, Kemper 2015; Williamson 2016). The scale will be limited by factors that include available biomass, competition with food production and other uses of land and water, and other end uses of biomass. Potential impacts on biodiversity and ecosystems have also been identified as issues.⁸

The CSLF (2017a) has provided an overview of bio-CCS, including technology options and pathways. The CO₂ from fermentation in the abovementioned ethanol plants is nearly pure (containing a small amount of water) and does not require the separation technologies associated with power and heat generation, and with several industrial processes. For other bio-CCS plants, the CO₂ capture technologies are in essence the same as for CCS on power, heat generation, and process industries. Thus, bio-CCS applications may allow for a relatively smooth integration into current energy systems.

⁸ Kemper (2015) gives a review of the benefits, impacts, and challenges related to bio-CCS; Mander et al. (2017) reflects on the role of bio-CCS in a whole system perspective; and Anderson and Peters (2016) gives a cautious note on the potential.

Co-combustion of fossil fuels, biomass, and domestic waste is also a bioenergy approach to which CCS can be applied (waste often contains significant levels of biogenic material). Co-combustion can often achieve better conversion efficiencies, economies of scale, and insensitivity to biomass supply variations (e.g., seasonal).

There are, however, some technical challenges related to the biomass combustion/conversion process in general that can lead to increased corrosion, slagging, and fouling (Pourkashanian, Szuhanszki, and Finney 2016) for the capture process. These include, for example, dealing with the high moisture content, diversity, variability, and impurities of biomass. Research into the less mature options, like large-scale biomass gasification, should also be pursued. Other areas where research may be needed include the following:

- Further advances in boiler and gasification technologies.
- Advanced technologies for drying biomass at the recovery site to minimize water transport costs and heating inefficiencies.
- Improved understanding of the composition of biomass feedstock and the impacts of impurities, in particular heavy metals, in the flue gas from biomass combustion on the CO₂ capture and compression systems and the scope to remove these impurities from the biomass prior to thermal conversion (Gudka et al. 2016).
- Finding the optimal size of capture and/or conversion installations for biomass conversion and combustion.
- Investment and operational costs of bio-CCS systems.
- The impact of biomass, including co-firing with fossil fuels, and aspects such as recirculation of CO₂ and CO₂ purification required in oxy-combustion systems.
- Identifying feedstocks that require limited processing.
- Ensuring compatibility with existing boiler and pollution control equipment.
- Reducing the cost of processing equipment costs and associated energy costs.

The specific processes adapted to every biomass source (vegetal, waste, and so on) and use (power and heat, paper, cement, and so on) require a considerable amount of research focusing on the heat integration of the capture unit, which is important for the overall efficiency and cost of capture.

Nontechnical issues with bio-CCS fall outside the scope of this technology roadmap. Some of these were described in section 2.4.

3.1.4. Hydrogen as a mechanism to decarbonize industries

Presently, hydrogen is used extensively in industry, mainly in ammonia production and in oil refineries, where it is also used to remove sulfur and other impurities from crude oil and its products (GCCSI 2016b). Hydrogenation is also used in the food and petrochemical industries, among others. There are a few car manufacturers that offer cars running on hydrogen (Honda, n.d.; Hyundai, n.d.; Toyota, n.d.). Further, hydrogen has been assessed as a means to decarbonize cities (Northern Gas Networks 2016).

Globally, hydrogen production in 2017 depends heavily on processing fossil fuels, including natural gas, oil and coal, while at the same time producing CO₂ as an unavoidable byproduct. Even if hydrogen is produced by electrolysis and renewable energy, it is likely that some hydrogen will still have to be produced from fossil fuels for sufficiency and stability of supply.

The European Technology Platform for Zero Emission Fossil Fuel Power Plants (ZEP) (2017b) investigated the potential of decarbonized hydrogen produced through CCS on natural gas and concluded that the process may decarbonize a number of industries. The cost of decarbonized hydrogen is currently lower than that of electrolysis-derived hydrogen from renewable energy. The technology required exists, and ZEP (2017b) provides an overview of available technologies, as well as of plants in operation. Voldsund, Jordal, and Anantharaman (2016), among others, gives more detailed technology descriptions.

Thus, there are few, if any, technical barriers to CO₂ capture associated with large-scale hydrogen production. However, continued research, development, and innovation for improved and emerging technologies for clean hydrogen production should be encouraged, including the following:

- Process intensification: more compact, efficient, and economic solutions, such as membranes and technologies for catalytic reforming of the fuel and separation of hydrogen (H₂) and CO₂.
- Process integration in the co-production of H₂ and, for example:
 - Electricity and heat production.
 - In industrial processes where H₂ or H₂-enriched natural gas can replace fossil fuel-based feedstock.

A limiting factor to large-scale deployment is that presently there is no large-scale CO₂ transport and storage infrastructure in place. ZEP (2017b) also lists a number of nontechnical recommendations, such as identifying policies and support mechanisms, identifying local clusters for synergies, investigating the potential role of clean hydrogen in Europe, and encouraging collaborations.

3.1.5. Addressing technology needs

It is important to separate between the capture system as a whole and its components, or the subsystem level. Innovation and improvements at the subsystems/components level from a very low Technology Readiness Level (TRL) can take place long after a complete system has arrived at TRL 9 (Adderley et al. 2016).

Costs for CO₂ capture can be reduced through the following:

- Applying experiences and learnings from successful as well as unsuccessful projects to support RD&D and further evolving existing CO₂ capture technologies.
- Supporting RD&D that brings out novel technologies at the subsystem/component level.
- Combinations between CCS and renewable energy (wind, solar, geothermal, hydropower, or other renewables) to supply the energy for the capture process.

Technology Readiness Level (TRL) describes the maturity of technology. TRL 1 spans concept studies and very basic technology research. TRL 9 usually describes a technology that is tested and qualified for deployment at industrial scale. For a review of TRL, see Carbon Sequestration Leadership Forum (2015).

Learning from experience

Cost reductions for CO₂ capture are expected to come from knowledge transfer regarding planning, design, manufacturing, integration, operation, and scale-up. The knowledge gained can give important input to achieve reduced capital expenditures and operational expenditures and provide increased confidence for deployment.

Experiences from demonstration and commercial plants may be transferrable to other industries as well as to novel capture technology. Many capture technologies are relevant to a range of applications. A network for knowledge sharing among full-scale facilities (e.g., by expanding the existing International Test Centre Network)⁹ may help to increase understanding of the scale-up challenge. Such a network would explore knowledge gained and share data and experiences from existing full-scale plants in a systematic way. Knowledge sharing should include experience from the integration of CO₂ capture systems in power or industrial plants, in heat integration, environmental campaigns (such as in solvent degradation), aerosol formation, environmental control systems (sulfur oxides, nitrogen oxides, and hydrogen sulfides), experience in part-load operations and daily cycling

⁹ The International Test Centre Network, established in 2013, has nine members from seven CSLF nations. It is a network that focuses on post-combustion using solvents. The CO₂ Technology Centre Mongstad is the largest of the member facilities, whose capacity borders on pilot and demonstration. The other members are smaller but provide useful experience with second-generation post-combustion technologies.

flexibility, and even manufacturing. It could also include experiences from the impacts of CO₂ composition and impurities. It will benefit all parties if engineers and researchers are given access to the information. The data collected at the plants will be instrumental in validating and improving simulation tools that help increase understanding of the process and help reduce costs. Such a network has already been established for storage. The CO₂ Storage Data Consortium is a new international network aimed at promoting data sharing from pioneering CO₂ storage projects in order to accelerate innovation and deployment of CCS.

A barrier to achieving the open exchange of information, knowledge, and experience may be the ownership of intellectual property rights. Commercial entities need to make a return on what is a significant investment, and they may not want to give their intellectual property away. Confidentiality agreements may have to be considered. However, the capture and storage programs of the United States Department of Energy (DOE) are examples in which researchers and industry meet annually to share information about their project results.¹⁰ Also, the European Union-funded programme European Research Area Network Accelerating CCS Technology is encouraging the eight funded projects to actively collaborate where possible through knowledge-sharing workshops. Alternatively, knowledge sharing can be limited to non-proprietary and generic data, such as heat integration, heat exchangers, other support utilities, environmental issues, and flow and process simulations that the research and engineering communities can work on to bring costs down. Non-proprietary advanced solvent systems (e.g., the CO₂ Separation and Recovery Project [TNO 2012]; Manzolini et al. 2015) may also see wider deployment. Material research and fabrication may also be considered.

Novel/emerging/innovative/transformational subsystem technologies

Capture technologies are continuously in development, both with regard to improvements of currently available commercial technologies, which may be termed second or higher generations of these, as well as novel or emerging technologies. These are at very different stages of maturity, ranging from concepts or ideas through large pilots at 20–30 MW scale, or a capture capacity of up to a few hundred thousand tonnes of CO₂/year. Reviews of such technologies, including discussions of maturity in terms of TRLs, can be found in a number of sources (Abanades et al. 2015; IEAGHG 2014; ZEP 2017a; CSLF 2015). Mission Innovation (2018) has identified some research needs for CO₂ capture.

Further development of currently available and novel capture technologies, including radically new approaches, will benefit from the following:

- Stronger modularization of the capture units, which will make them more adaptable to a range of applications, capture rates, and sizes.
- Improvements in and more verification data for advanced computational tools.
- Advanced manufacturing techniques, such as 3-D printing, that have the potential to revolutionize the synthesis and functionality of advanced technologies and materials in many different fields.
- Exploring and exploiting the benefits of hybrid solutions; for example, solvents/sorbents in combinations with membranes.
- Materials research, development, and testing.
- Solvents and sorbents with reduced regeneration energy (strong reductions in electricity output penalty).
- Reduced degradation of solvents and sorbents.
- Reduced reaction time of solvents.

¹⁰ Respectively, the “CO₂ Capture Technology Project Review Meeting” and the “Mastering the Subsurface Through Technology Innovation, Partnerships and Collaboration: Carbon Storage, Oil and Natural Gas Technologies Review Meeting.”

- Reduced environmental impacts of capture technologies (for amine-based technologies, significant improvements have been made regarding degradation and emissions).
- Improved membranes for separation of CO₂ in both high- and low-partial-pressure gas streams.
- Improved materials for looping processes.
- Air separation and combustion technologies.
- Parametric design to allow scaling from the large pilot scale to commercial applications.
- Optimized overall process, system integration, and process simplification.

Development of novel capture technologies benefits from international cooperation and researcher access to top-quality research facilities. A consortium of European RD&D facilities has been established towards this end—the European Carbon Dioxide Capture and Storage Laboratory Infrastructure consortium. However, its members are mainly at the laboratory scale, whereas one challenge is to bring technologies from concept to cost-effective demonstration. In particular, bringing new capture systems, of which new technologies may be part, across the valley of death from pilot to demonstration is expensive, as it requires large test facilities. There are few such facilities, and the existing ones are mainly for solvent-based absorption technologies. Progress will require international cooperation and burden sharing. Test facilities need to be increased both in numbers and in types of technologies. The facilities should be independent of technology vendor and technology neutral. The data collected at the test facilities will be instrumental in validating and improving simulation tools.

Performance and cost evaluations of CO₂ capture technologies must be examined and interpreted with care. A common language and methodology, and transparency of methods and assumptions, is critical to the proper assessment of CCS performance and costs. Standardization is often lacking in CCS cost studies, although attempts have been made to overcome this (GCCSI 2013). ISO has issued an international standard on performance evaluation methods for post-combustion CO₂ capture integrated with a power plant (2017). Over a longer time perspective, this could be followed by other standards once technologies have matured and have been implemented.

3.1.6. Recommendations for CO₂ capture

Towards 2020:

Governments and industry should work together to:

- Reduce the avoided carbon cost (or capture cost) in dollars per tonne of CO₂ (\$/tCO₂) of currently available commercial CO₂ capture technologies for power and industry by at least 30%, while at the same time minimizing environmental impacts.
- Establish a network for knowledge sharing among full-scale facilities (e.g., by expanding the existing International Test Centre Network to share knowledge and experiences and increase understanding of the scale-up challenge).
- Resolve issues mentioned in section 3.1.2 regarding industrial CO₂ capture and bio-CCS and further develop technologies for applications and implementation in pilot plants and demonstrations.
- Increase possibilities for testing at the large pilot and demonstration scale by facilitating planning and construction of more test facilities for technologies other than solvent-based technologies.
- Fund and encourage RD&D activities for new and promising capture technologies.
- Increase activities on large-scale production of hydrogen with CCS, with the aim to develop this as a serious option in the 2025–2030 time frame.

Towards 2025:

Governments and industry should work together to:

- Fund and facilitate cross-border RD&D cooperation to bring to demonstration CO₂ capture technologies for power generation and industrial applications that have avoided cost in \$/tCO₂ (or capture cost) at least 40% below that of 2016 commercial technologies, while at the same time minimizing environmental impacts.

- Fund promising technology ideas to be tested and verified at pilot scale (1–10 MW range) and/or separating 0.01–0.1 Mt CO₂/year.

Towards 2035:

Governments and industry should work together to:

- Encourage and facilitate cross-border RD&D cooperation to bring to demonstration CO₂ capture technologies for power generation and industrial applications that capture 100% (or very close to 100%) of the CO₂ and at the same time achieve 50% reduction of avoided carbon cost in \$/tCO₂ (or capture cost) compared to 2016 commercial technologies, while minimizing environmental impacts.
- Gain experience in the integration of power plants with CCS into electricity grids that utilize renewable energy sources, seeking to develop optimal hybrid concepts with zero or negative emissions.

3.2. CO₂ infrastructure

Coping with the large volumes of CO₂ to be collected from future power plants and industrial clusters,¹¹ pursuant to the 2DS, will require a CO₂ infrastructure, or network, comprising both transport and storage. The CO₂ infrastructure will generally consist of capture from sources, individually or in clusters; transport to a collection hub;¹² and common transport to a common geological storage reservoir. This section will deal with the transport part and collection hubs.

It is important to note that a barrier to the rollout of international infrastructure for offshore CCS is the London Protocol's prohibition on the export of waste, which currently means that CO₂ cannot be exported for storage across marine borders. While an amendment to change this is in place, it is not in force due to very slow ratification.

3.2.1. Transport

CO₂ is being transported daily by pipelines, trucks, trains, and ships in many parts of the world, although the last three in limited amounts. In certain cases, a combination of pipelines and ships is also an alternative. GCCSI (2016e) and ZEP (2017a) give overviews of transport of CO₂ by pipelines and ships; the former also provides an overview of RD&D activities.

Pipelines are the most common method for transporting the large quantities of CO₂ involved in CCS projects. In the United States, around 7,600 kilometers (km) of onshore pipelines transport approximately 68 Mt CO₂/year (DOE NETL 2015; GCCSI 2016a). However, there is limited experience with CO₂ pipelines through heavily populated areas, and the 153 km, eight-inch pipeline at Snøhvit is the only offshore CO₂ pipeline. ISO has issued an international standard that, at an overall level, points out what is distinctive to CO₂ pipelines relative to other pipelines (ISO 2016b).

Despite the extensive experience with CO₂ pipelines, RD&D can still contribute to optimizing the systems, thereby increasing operational reliability and reducing costs. The additional RD&D work should include improved understanding and modeling of properties and the behavior of CO₂ streams, validated flow assurance tools for CO₂-rich mixtures, the impact of impurities on compression work and on pipeline materials (such as seals and valves) and corrosion, phase equilibria, and equations-of-state of complex CO₂ mixtures, as well as possible repository requirements (Munkejord, Hammer, and Løvseth 2016). Other optimization needs include improved fracture control, leakage detection, improved capabilities to model releases from pipelines carrying dense-phase CO₂ with impurities, and the identification and qualification of materials or material combinations that will reduce capital and/or operational costs. They also include effective and accepted safety measures for large supercritical pipelines, particularly in more populated areas, as has been experienced by the Barendrecht project

¹¹ A cluster is a geographic concentration of emission sources.

¹² A hub is a facility that collects captured CO₂ from several sources of a collective size (e.g., > 10 kilotonnes CO₂/year).

in the Netherlands, (Feenstra, Mikunda, and Brunsting 2010). This is particularly important for clusters and plants with several units, as these will have much higher capacities than point-to-point projects. Another aspect is to look at integrating low-pressure pipeline networks with high-pressure pipeline systems. Public outreach and stakeholder dialogue and communication will be important.

There are currently no commonly agreed on specifications for the quality of the CO₂ to be transported and injected, which leads to uncertainty regarding transport of CO₂ containing impurities (ISO 2016b). As a strict CO₂ specification gives little flexibility in a CO₂ transport network and will add to the cost, it seems necessary that CO₂ specifications will be identified and documented for each case.¹³

Ship transport can be an alternative to pipelines in a number of regions, especially in cases where CO₂ from several medium-sized (near-) coastal emissions sources needs to be transported to a common injection site or to a collection hub for further transport in a trunk pipeline to offshore storage. Shipment of food-quality CO₂ already takes place on a small scale (1,000–2,000 cubic meters per ship). The CO₂ is transported as a liquid at 15–18 bar and –22°C to –28°C, but for larger volumes, 6–8 bar at around –50°C may be better (Skagestad et al. 2014). Major carriers, such as Maersk Tankers (Maritime Danmark 2009), Anthony Veder (Vermeulen 2011), and Chiyoda Corporation (2011, 2012) have initiated preliminary design. A feasibility study for implementation of a full-scale industrial CCS project in Norway concluded that ship transport of CO₂ can be an enabler for realizing full-scale CCS in the country (MPE 2016; Økland 2016). This conclusion is supported by a major Dutch study (de Kler et al. 2016), a Scottish literature study (Brownsort 2015) and the study for Antony Veder (Vermeulen 2011). The studies considered ships in the range of 5,000–50,000 tonnes CO₂ capacity. The Norwegian Ministry of Petroleum and Energy (MPE) study also included 45 bar and +10°C in addition to the two abovementioned conditions.

The Norwegian feasibility studies did not identify major issues with loading and offloading of the CO₂. In the case of direct injection from ship to well, it is anticipated that this will take place from a buoy. Single point moorings and transfer technologies are available (e.g., Brownsort 2015). The extensive experience with offloading buoys in the North Sea does not cover the higher frequency of connection and disconnection that would be the case for direct injection of CO₂ from ships. This option is therefore in need of further engineering for optimization. Other needs for technology development of ship transport are linked to optimization and qualification of the first systems for large-scale projects.

Roussanaly, Bunsvold, and Hognes (2014) and Kjærstad et al. (2016) have compared transport costs by pipelines and by ships to shed light on the optimal cost solution.

The transport of smaller volumes of industrial and food-grade CO₂ has been successfully undertaken by truck and rail for more than 40 years. However, the cost of transportation by truck or train is relatively high per tonne of CO₂ compared to pipelines, so truck and rail transport may have a limited role in CCS deployment, except for small-scale CCS opportunities or pilot projects (GCCSI 2016c). Roussanaly et al. (2017) show that train-based transport of CO₂ may have site-specific cost benefits related to conditioning costs.

3.2.2. Hubs and clusters

Planning CO₂ infrastructure with hubs and clusters will have to consider the amount of collectible CO₂, how transport (including seaborne and land transport) solutions might change for a growing cluster, the integration of different capture systems and CO₂ compositions, the scale-up risks, solutions for intermediate storage, and the impact of CO₂ impurities along the whole system. Storage sites are also important, and attention must be paid to long lead times for selection, characterization, and permitting, as these factors may be project limiting.

There are presently few CCS clusters and transport networks in operation. The IEA (IEAGHG 2015b) made an in-depth review of 12 cluster and hub locations (also referred to in GCCSI 2016e), of which three are in operation—the Denver City, Gulf Coast, and Rocky Mountain hubs—all in the United

¹³ This is one of the conclusions of the project IMPACTS, which is funded by the European Union (IMPACTS 2016).

States. These are CO₂-EOR systems where clusters of oilfields are fed by a network of pipelines. The other described systems are initiatives or plans for CO₂ networks in Australia, Canada, Europe (the Netherlands and the United Kingdom), and the United Arab Emirates. Studies from initiatives such as Teesside (Tees Valley), United Kingdom, and the Rotterdam Capture and Storage Demonstration Project, Netherlands, can offer experience in the design of new systems, although they have not been deployed. The Alberta Carbon Trunk Line, Canada, is under construction. In Europe, several studies have identified CCS hubs or infrastructures.¹⁴

Building the infrastructure necessary to handle large volumes of CO₂ requires that the industry moves on from the studies and projects mentioned above.

The United Kingdom CCS Cost Reduction Task Force (CCSA 2013) found that CO₂ transport costs could be reduced by more than 50% with the deployment of large, efficiently utilized pipelines (5–10 million tonnes CO₂ per year compared to 1–2 million tonnes per year), noting that even lower costs could be seen in the longer run if higher volumes of CO₂ from multiple large capture plants are fed into an interconnected right-sized network. Transportation of CO₂ represents a smaller part of the total costs for a CCS chain than capture and may have, relatively speaking, moderate impact on the total cost of a CCS chain, particularly for onshore pipelines (IEAGHG 2015b), although the cost may be significant in absolute money terms (Roussanaly, Brunsvold, and Hognes 2014). However, there are other potential benefits in addition to cost sharing (GCCSI 2016e; ZEP 2013b; IEAGHG 2015b), including the following:

- Lowering costs in building early infrastructure by utilizing benefits of connecting low-cost industrial sources with storage sites.
- Lowering costs by sharing infrastructure.
- Lowering the entry barriers for participating CCS projects, such as emitters with small-volume sources and emitters with limited or no access to local storage.
- Securing sufficient CO₂ for CO₂-EOR projects, which is likely to be an important element of some clusters because of the revenue it can contribute.
- Minimizing the environmental impacts associated with infrastructure development, as well as the impact on communities.
- Minimizing and streamlining efforts in relation to planning and regulatory approvals, negotiations with landowners, and public consultations.
- Sharing and utilizing surplus heat in the capture processes of industrial clusters.

In order for large-scale CCS deployment to take place, it is necessary to move from project-by-project to systems thinking. The GSSCI (2016e), ZEP (2013b; 2017c), and the IEA (IEAGHG 2015b) reveal few technology gaps for implementing CCS clusters. Most gaps, risks, and challenges are commercial and political in nature and may include the cooperation of different industries across the CCS value chain, the lack of project-on-project confidence, the completion of projects on cost and on schedule, operational availability, flexibility, reliability, financing and political aspects, and last but not least, lack of business models for larger CCS systems. Some thinking on business models has started that includes the separation of CO₂ capture at the sources from the transport and storage parts (Esposito, Monroe, and Friedman 2011; Pöyry and Teesside Collective 2017; Banks, Boersma, and Goldthorpe 2017). In these models, a split of costs and risk between the government and the industry players has been explored; for example, governments taking a certain responsibility to develop transport and storage networks. A feasibility study conducted in Norway (MPE 2016) identified three possible industry sources of CO₂ (providing in total 1.3 Mt CO₂/year), with pipeline/ship transport to an onshore facility and a common storage site located 50 km from the coast. The government will investigate a model in which the state may take on certain responsibilities for cost and risks in connection with the development of the transport and storage infrastructure

¹⁴ For example, ZEP (2013b, 2016a); Jakobsen et al. (2017); Bellona (2016); and Brownsort, Scott, and Hazeldine (2016), the last by reuse of an existing oil pipeline.

together with industry to advance the development of a commercial market for CO₂ storage. Another learning from the Norwegian project is that current CO₂ storage regulations must be adjusted to clarify roles and responsibilities over the lifetime of CO₂ storage projects.

3.2.3. Recommendations for CO₂ transport and infrastructure

Towards 2020:

Governments and industry should work together to:

On transport

- Acquire necessary data for impurities in CO₂ streams and understand the effects on pipeline materials.
- Establish and validate models that include effects as above.
- Further develop safety measures for large-scale CO₂ pipelines, including validation of dispersion models for impact assessment of incidents pursuant to leakage of CO₂ from the transport system.
- Qualify pipeline materials for use in CO₂ pipes and injection tubing when the CO₂ contains impurities.
- Optimize and qualify systems for ship transport, in particular direct offshore unloading of CO₂ to a well.
- Map the competing demands for steel and secure the manufacturing capacity for the required pipe volumes and other transport items.
- Develop systems for metering and monitoring CO₂ supplied from multiple sources with varying purity and composition that feed into a common collection and distribution system.
- Identify business cases for transportation and storage companies.

On infrastructure

- Design and initiate large-scale CO₂ hubs that integrate capture, transport, and storage, including matching of sources and sinks.
- Develop commercial models for industrial and power CCS chains.

Towards 2025:

Governments and industry should work together to:

- Implement the first large-scale (i.e., >10 Mt CO₂/year aggregate throughput) CCS chains in power, industrial, and bio-CCS. These should be focused in industrial regions that have the potential to share infrastructure, rather than focusing on individual projects.
- Implement initial shared infrastructure for a limited number of plants within industrial clusters. This should recognize that in the initial phases, volumes within these clusters may be less than one million tonnes per annum, but that expansion from this initial start will occur.

Towards 2035:

Governments and industry should work together to:

- Continue progressive rollout and expansion of full-scale CCS chains and clusters in power, industrial, and bio-CCS. This includes large-scale CO₂ transport networks that integrate CO₂ capture, transport, and storage, including matching of sources and sinks.

3.3. Storage

Storage works, as exemplified by the projects in table 3.1. These are presently operating or are expected to become operational during 2017 with pure geological storage. Five are large-scale projects (GCCSI 2016b, n.d).

Table 3.1. Projects with pure geological storage

Project	Operational from	Amount stored, Mt CO ₂ /year	Storage type
Sleipner	October 1996	0.9	Offshore aquifer
Snøhvit	April 2008	0.7	Offshore aquifer
Quest	November 2015	1.0	Onshore aquifer
Illinois Industrial CCS	April 2017	1.0	Onshore aquifer
Tomakomai	April 2016	0.1	Offshore aquifer
Gorgon	Autumn 2017	3.4	Offshore aquifer

The GCCSI identifies a further eight pure geological storage projects under consideration. In all, the GCCSI has identified a total of 38 large-scale projects, of which the majority are enhanced oil recovery projects.

The Sleipner storage project has been running since fall 1996 without any incidents, and it has successfully stored more than 16 million tons of CO₂ injected into the Utsira Formation in the Norwegian sector of the North Sea, demonstrating that CO₂ can be safely and securely stored in significant quantities over decades.

At Snøhvit, in the Barents Sea, CO₂ from an onshore liquefied natural gas plant is transported offshore using a 153 km pipeline and is injected via a subsea template into neighboring reservoirs, from which natural gas is produced from a depth of about 2,400 meters. It has injected around 4 Mt of CO₂. After about one year of CO₂ injection at the Snøhvit field, the well pressure increased steadily. The operator implemented corrective measures while the relevant authorities were kept informed; there was no risk for leakage of CO₂ to the seabed. The Snøhvit case illustrates how risks can be avoided with well-conceived monitoring and risk management systems.

Quest, located in Alberta, Canada, retrofitted CO₂ capture facilities to three steam methane reformers at the existing Scotford Upgrader. Launched in November 2015, Quest has the capacity to capture approximately 1 Mt/year of CO₂ annually. The captured CO₂ is transported via pipeline to the storage site for dedicated geological storage. In July 2017, Quest announced it had captured and stored 2 million tonnes of CO₂.

The Illinois Industrial CCS Project is the first CCS project in the United States to inject CO₂ into a deep saline formation at a scale of 1 Mt/year, and it is also the world's first large-scale bio-CCS project. Its CO₂ source is derived from a corn-to-ethanol process.

The Gorgon CO₂ Injection Project in Australia plans to commence operations in autumn 2017, with injection of CO₂ at a depth of about 2 km below Barrow Island, off the northwest coast of Australia. The injection rate will be 3.4–4.0 Mt/year for at least 30 years.

In Japan, the Tomakomai Project has injected approximately 0.1 Mt CO₂/year into an offshore aquifer since April 2016. The CO₂ is captured at the hydrogen unit at a refinery. The CO₂ is injected by two deviation wells drilled from onshore. The injection zones are more than 1,000 meters long. The monitoring system at Tomakomai includes three observation wells, seismometers for earthquake monitoring and marine monitoring surveys with side-scan sonar, water sampling, a seabed profiler, current meters, and sampling and observations of benthos.

In addition, the CO₂ re-injection K12B project on the Dutch continental shelf has been operating since 2004, injecting 90,000 tonnes CO₂ during continuous natural gas production. Monitoring systems have been in place and tested since 2007. From 2015, monitoring was expanded to include tracers (GDF Suez, n.d.).

The continued deployment of commercial-scale projects is essential for the accelerated technology development needed to reduce costs and enhance confidence in CO₂ storage as a safe and permanent solution for curbing CO₂ concentrations in the atmosphere. In addition, new business models are needed to make CCS commercially attractive for the operators. CO₂-EOR is one

opportunity for improving the business case, and hydrogen production can be another. Nevertheless, CCS depends on significant investments.

The identification of suitable storage sites and validation of storage capacity remain a challenge, especially where geological and geophysical data coverage is sparse. Moreover, the methods to evaluate CO₂ capacity should be improved to include dynamic properties to reduce potential errors in this evaluation. However, based on evaluations of storage capacities, for example in Australia, Brazil, China, South Africa, the United Kingdom, the United States, and the Nordic countries, it is anticipated that sufficient storage is available for several decades.¹⁵

The United Nations Economic Commission for Europe Expert Group on Resource Classification (UNECE 2016) has released a report on the classification of injection projects. In addition, the Society of Petroleum Engineers will release a Geologic Storage Resources Management System (SPE 2017).

How to ensure and verify that the stored CO₂ remains in place is still a significant question from regulators and the general public. Advanced monitoring methods and well-established natural baselines are essential to ensure and document safe injection and permanent containment, and they will be a key to establishing confidence.

3.3.1. Identified technology needs

The CSLF *Technology Roadmap 2013* highlighted the risk management elements where continued research is required, and these essentially remain valid today. Significant progress has been made, as exemplified through the site characterizations, extensive monitoring programs, and risk management analyses and systems that accompanied storage applications for Quest, Gorgon, Tomakomai, Snøhvit, and Sleipner projects (renewed permits for the Norwegian projects). Also the Rotterdam Capture and Storage Demonstration Project and Goldeneye (former Peterhead) projects developed plans that met the requirements by national and European Union regulations. However, there will still be room for improvements, and local adaptations are always necessary. Mission Innovation (2018) identifies some research needs for CO₂ storage.

The following topics have been identified as technology gaps or needs for dedicated storage:¹⁶

- Storage
 - A unified methodology to estimate a project's CO₂ storage capacity (SPE 2017).
 - Reduced uncertainty in injectivity, which is directly linked with reduced storage risk.
 - Coordinated strategic plans for the development of transport and storage systems.
 - CO₂ storage resource portfolios and exploration and appraisal (E&A) procedures adapted to CO₂ storage to reduce uncertainties.
- Monitoring
 - New and more reliable and accurate monitoring technologies, and commercialization and cost optimization of existing monitoring technologies and techniques to support the risk management of storage.
 - Online/real-time monitoring over large areas, which will reduce operational costs and risks, including the challenge of handling large volumes of data, both during and after CO₂ injection.
- Understanding of long-term reservoir behavior
 - Models for improved understanding of fundamental reservoir and overburden processes, including integrating hydrodynamic, thermal, mechanical, and chemical processes.

¹⁵ See also Global Carbon Atlas (2015).

¹⁶ ZEP (2017a) gives an extensive review of CO₂ injection and storage technologies and needs.

- Improved and fit-for-purpose well and reservoir technologies and management procedures, including well integrity.
- Storage integrity
 - Forecasting CO₂ pressure development and related geomechanical effects to minimize risk of leakage.
 - Robust CO₂ wells that prevent migration more efficiently and cost-effectively.
 - Well integrity and plug and abandon strategies for existing wells within CO₂ storage.
 - Increasing knowledge on sealing capacity of caprocks.
 - Mitigation/remediation measures.
- Interface with other areas
 - Identification of where CO₂ storage conflicts with/impacts on other uses and/or resource extraction and inclusion in resource management plans (for example, oil and gas production, marine and maritime industry, and production of drinkable water).
 - Assessments of the suitability of existing oil and gas facilities to be reused or repurposed.
 - Understanding of the effects of impurities in the CO₂ stream, including their phase behavior, on the capacity and integrity of the CO₂ storage site, with emphasis on well facilities (overlaps with CO₂ transport).
- Storage closure, post-injection monitoring, and liability transfer
 - Experience with closure and post-closure procedures for CO₂ storage projects (must wait until there are injection projects that close down).
 - Subsea CO₂ pipelines and legal aspects concerning national sovereignty and neighboring territories.
 - Strategies for taking closure into account when designing wells and dialogue with regulators to establish regulations similar to petroleum regulations.
 - Procedures for securing and closure of CO₂ storage, and post-closure monitoring.
 - Procedures for transferring liability.

3.3.2. Recommendations for CO₂ storage

Towards 2020:

Governments and industry should work together to:

On large-scale CO₂ storage

- Identify, characterize, and qualify CO₂ storage sites for large-scale systems.
- Maintain momentum for the Large-Scale Saline Storage Project Network, which was announced at the sixth CSLF Ministerial Meeting in Riyadh, Saudi Arabia, in November 2015, and which was proposed to leverage international saline storage projects that can share best practices, operational experience, and lessons learned to advance CCS deployment.
- Accelerate learning and technology development by sharing subsurface, well, and other relevant data and knowledge; for example, in initiatives such as the CO₂ Storage Data Consortium, an open, international network developing a common platform for sharing data sets from pioneering CO₂ storage projects.
- Fund RD&D activities to close technology gaps and validate the methods/technologies in case studies to accelerate the pace of CCS deployment.
- Facilitate synergies with other technologies; for example, geothermal and other relevant renewables.
- Facilitate research into the interface between transport and storage.
- Undertake regional appraisal programs with dynamic calibration and matched source-sink scenario analysis.
- Identify the sites for CO₂ storage that are most likely to work, including in developing nations.
- Improve CCS narratives around CO₂ storage, costs, and CO₂ containment risks.

- Increase public communication on CO₂ storage projects to improve the communication and dissemination of this technology and to increase knowledge and acceptance with the general public—to gain a social license to operate.

On monitoring and mitigation/remediation

- Fund activities that continue to drive down costs for existing monitoring technologies and techniques, and the development, demonstration, and validation of new measuring and monitoring techniques and sensors, onshore and offshore. This includes for leakage in terms of anomaly detection, attribution, and leakage quantification.
- Fund development and demonstration of monitoring strategies to optimize monitoring and make monitoring more cost-efficient for large-scale projects.
- Fund development and verification of mitigation and remediation methods and corrective actions for leakage, including well leakage, and test in small-scale, controlled settings.
- Identify minimum requirements/objectives for monitoring and verification (M&V) programs, both onshore and offshore, to inform fit-for-purpose legislation and regulations.

On understanding the storage reservoirs

- Further advance and utilize simulation tools, with a focus on multiphase flow algorithms and coupling of fluid flow to geochemical and geomechanical models.
- Develop and agree on consistent methods for determining CO₂ storage capacity (dynamic) reserves at various scales (as opposed to storage resources), at various levels of project maturity, and with a global distribution of this capacity.
- Further improve dynamic CO₂ capacity assessment (e.g., Smith 2017).
- Further improve on well material (steel and cement) technologies to reduce cost and risk (such as corrosion).
- Enhance the ability to more precisely predict storage efficiency by using experience from successful injections (e.g., Sleipner and Snøhvit) and knowledge on geological complexity to improve models on reservoir injectivity and plume migration.
- Enable safe injection of large amounts of CO₂ by advancing reservoir models with respect to predicting pressure buildup, and avoid hydraulic fracturing.
- Recommend workflow for caprock and fault integrity studies in CO₂ storage sites, as well as measurements and geochemical modeling of sealing capacity.
- Develop a cost model that will help improve CO₂ storage assessments.

Towards 2025:

Governments and industry should work together to:

On large-scale CO₂ storage

- Permanently store at least 400 Mt CO₂ /year by 2025 (or have permanently captured and stored 1,800 Mt CO₂), which corresponds approximately to the 2°C Scenario.
- Facilitate exploration, characterization, and qualification of large-scale CO₂ storage sites (10–100 Mt CO₂/year) in key regions of the world, building on experience from current projects and pilots and including use of existing oil and gas infrastructure.
- Facilitate qualification of CO₂ storage sites for safe and long-term storage in the scale of tens of millions of tonnes of CO₂ annually per storage site, linked to clusters of CO₂ transport systems.
- Ensure that all CSLF member countries have national storage assessments publicly available.
- Continue the development and execution of E&A portfolio programs in key potential storage basins.
- Develop robust conceptual workflow to assure regulators that site characterization meets international leading practice.

On monitoring and mitigation/remediation

- Reduce M&V overall costs by 25% in average from 2016 levels.

Towards 2035:

Governments and industry should work together to:

On large-scale CO₂ storage

- Permanently store at least 2,400 Mt CO₂/year by 2035 (or have permanently captured and stored 16,000 Mt CO₂), which corresponds approximately to the 2°C Scenario.

On monitoring and mitigation/remediation

- Reduce M&V overall costs by 40% in average from 2016 levels.

3.4. CO₂ utilization, including enhanced hydrocarbon recovery

CO₂-EOR is the most widely used form of CCUS, with more than 120 operations, mainly onshore in North America. In 2015, over 68 million metric tonnes of CO₂ were injected in depleted oil fields in the United States for EOR, transported in a 7,600 km pipeline system (DOE NETL 2015; GCCSI 2016a), with most of the CO₂ coming from natural sources. A milestone in CO₂ capture for EOR was reached in January 2017, when the Petra Nova project in Texas started injection of 1.4 Mt CO₂/year captured from a power plant.

Canada has been injecting sour gas, a mixture of CO₂ and hydrogen sulfide, for decades as a necessary process associated with natural gas processing. In certain circumstances, the acid gas injection is in association with enhanced recovery such as the Zama field (Smith et al. 2009). Brazil is currently injecting CO₂ for EOR at the offshore fields Lula and Sapinhoá. Many other countries, including the United Kingdom, Japan (for offshore CO₂-EOR in Vietnam), Malaysia, China, the United States, Indonesia, and Norway, are working or have worked to characterize the opportunities for offshore CO₂-EOR. Other specific applications of CO₂ for enhanced hydrocarbon recovery include enhanced coal bed methane production (ECBM), enhanced gas recovery (EGR), enhanced gas hydrate recovery (EGHR), hydrocarbon recovery from oil shale, and the fracturing of reservoirs to increase oil/gas recovery. However, these other applications are processes still being developed or tested in pilot-scale tests (CSLF 2012, 2013a); for example, the K12B site off the shore of the Netherlands has been evaluated for EGR (TNO, n.d.).

Other potential CCUS options that may lead to secure long-term storage are the use of CO₂ as the heat-transfer agent in geothermal energy systems, enhanced water recovery (EWR), carbonate mineralization, concrete curing, and bauxite residue. Mixing CO₂ with bauxite residue (red mud) has been demonstrated in Australia (GCCSI 2011). EWR is being demonstrated in China and has the opportunity to provide produced waters for other arid regions of the world. EWR has the ancillary benefit of optimizing storage capacity and mitigating pressure differences in the storage formations (Li et al. 2015).

There are several forms of CO₂ reuse, or CCU, already in use or being explored, including urea production, ethylene oxide production, ethanol production, utilization in greenhouses, conversion to polymers, methanol and formic acid production, production of bioplastics, and the cultivation of algae as a pathway to bioenergy animal feed, as well as other products. These will not lead to permanent storage but may contribute to reduced CO₂ emissions; for example, if the captured CO₂ replaces new, fresh hydrocarbons as source for carbon. Also, there may be other related benefits: as an example, the utilization of waste CO₂ in greenhouses in the Netherlands already leads to a better business case for renewable heating and a rapid growth of geothermal energy use in the sector. These options could lead to a reduction in capture costs and transport optimization and learnings.

It must be noted that for some countries, such as China (Administrative Center for China's Agenda 21 2015), CCU may provide a potential for CO₂ reduction and early opportunities to catalyze the development of CCS. Its strategic importance lies not only in offsetting the extra cost incurred in the CO₂ capture process, but also in providing a technical, policy, and legal basis and valuable engineering experience for the demonstration and promotion of CCS. More importantly, it offers a feasible strategic choice that can help ensure energy security, break regional development bottlenecks, and promote the incubation of low-carbon industries. Finally, the public's opinion of CCS as a whole may become more positive when utilization options are part of the portfolio.

For many of the CCUS and, in particular, CCU options, the total amount of CO₂ that can be permanently stored is, for all practical and economic purposes, limited (Mac Dowell et al. 2017). CO₂-EOR has the largest potential of the various CO₂ utilization options described, and it has not been sufficiently explored to date as a long-term CO₂ storage option. So far, only the CO₂-EOR Weyburn-Midale project in Canada; the CO₂-EOR Project at the Bell Creek field in Montana; the CO₂-EOR project at Cranfield site in Mississippi; and the Farnsworth, Texas, project have performed extensive monitoring and verification of CO₂ stored in EOR operations.

Other utilization options appear to have limited potential for reducing global warming. It is important to perform life cycle assessments of the processes to secure that there are no unintended additional CO₂ emissions (Mac Dowell et al. 2017). It will be several years before these sites close down.

The lack of scalability and the economic challenges are significant barriers to the deployment of CO₂ utilization technologies in the near and long term (NCC 2016). However, in some countries utilization provides early opportunities to catalyze the implementation of CCS. In this way, the CO₂ utilization pathways can form niche markets and make a contribution to paving the way for commercial CCS. This applies not only to oil-producing countries but also to regions with evolved energy systems that will allow the implementation of feasible CO₂ business cases.¹⁷

3.4.1. Identified technology needs

There are technical and policy reasons to further examine the challenges of the utilization of CO₂. Recent reviews of utilization¹⁸ point to several possible topics requiring RD&D, including the following:

- Improving the understanding of how to increase and prove the permanent storage of CO₂ in CO₂-EOR operations. CSLF (2013b) points out the similarities and differences between CO₂-EOR and CO₂ injected for storage. One conclusion from this report is that there are no technical challenges per se in converting CO₂-EOR operations to CCS, although issues like the availability of high-quality CO₂ at an economic cost and in appropriate volumes; infrastructure for transporting CO₂ to oil fields; and legal, regulatory, and long-term liability must be addressed.
- Make offshore CO₂-EOR economic, including the following (CSLF 2017b):
 - Making sufficient CO₂ available; e.g., by building transport infrastructure that connects sources with reservoirs.
 - Supporting RD&D to develop and qualify new technologies.
 - Developing business models for offshore CO₂-EOR.
 - Improving volumetric sweep. Due to different well configuration in offshore fields compared with onshore EOR, alternative methods for are needed. Optimal well placement and mobility controls of CO₂ are instrumental for success.
 - Expanding experience from offshore EOR needs beyond the Lula project in Brazil.
 - Proving offshore CO₂-EOR economically viable.
- Improving the understanding of how to increase and prove the permanent storage of CO₂ in EGR, ECBM, EGHR, enhanced shale gas recovery, and other geological applications of CO₂.
- Developing and applying carbonation approaches (i.e., for the production of secondary construction materials).

¹⁷ Recent reviews of utilization of CO₂ include SEAB (2016), DOE (2016), NCC (2016), CSLF (2012, 2013a), Administrative Center for China's Agenda 21 (2015), GCCSI (2011), ADEME (2010), Styring (2011), Dijkstra (2012), Tomski (2012), Markewitz et al. (2012), and ZEP (2016b). In April 2013, the *Journal of CO₂ Utilization* was launched, providing a multidisciplinary platform for the exchange of novel research in the field of CO₂ reuse pathways.

¹⁸ See NCC (2016), CSLF (2012, 2013a), Administrative Center for China's Agenda 21 (2015), GCCSI (2011), ZEP (2016b), Styring (2011), and Mission Innovation (2018).

- Developing large-scale, algae-based production of fuels and animal feed to offset primary fuel consumption and decrease agricultural cultivation practices, which might have a large CO₂ footprint.
- Improving and extending the utilization of CO₂ in greenhouses to increase the biological processes for photosynthesis, investigating marine algae cultivation for wide-scale biomass production, and engineering the rhizosphere to increase carbon sequestration and biomass production.
- Developing processes that enable synthetic transformations of CO₂ to fuels or chemical products, based on thermo-, electro- or photochemical processes, including catalysts made from inexpensive elements and new materials using advanced manufacturing techniques that enable large-scale processes for conversion of CO₂ directly to fuels or other products.
- Perform life cycle analysis for a range of utilization options, with the aim to learn the total carbon footprint.

3.4.2. Recommendations for CO₂ utilization

Towards 2020:

Governments and industry should work together to:

- Resolve regulatory and technical challenges for the transition from CO₂-EOR operations to CO₂ storage operations. There may be value in experiences from reporting requirements for CO₂ operations that are claiming credits under the 45Q tax credit in the United States.¹⁹
- Research, evaluate, and demonstrate carbonation approaches, in particular for mining residue carbonation and concrete curing, but also other carbonate mineralization that may lead to useful products (e.g., secondary construction materials), including environmental barriers such as the consequences of large mining operations and the disposal of carbonates.
- Support research and development pathways for the development of novel catalysts using abundant materials and advanced manufacturing techniques to produce nanocatalysts to bring down costs.
- Support RD&D on subsea separation and improved mobility control.
- Map opportunities, conduct technology readiness assessments, and resolve main barriers for the implementation of the CO₂ utilization family of technologies, including benchmarked life cycle assessments and CO₂ and energy balances.
- Increase the understanding of CO₂ energy balances for each potential CO₂ reuse pathway and the energy requirement of each technology using technological modeling.

Towards 2025

Governments and industry should work together to:

- Promote more offshore CO₂-EOR pilot projects as part of deployment of large-scale CO₂ storage, as CO₂ becomes available in amounts and during time windows relevant for EOR.

¹⁹ This refers to § 45Q of the US Internal Revenue Code, which allows for tax credits of \$20 per metric tonne of qualified carbon dioxide stored and \$10 per metric tonne used for EOR, captured by the taxpayer at a qualified facility. As of September 2017, there were proposals in the US Congress to increase these credits.

4. Summary

Carbon capture and storage, or CCS, will be required for nations to meet their Paris Agreement targets. Experience has shown that CCS prevents significant volumes of CO₂ from the power and industrial sectors from entering the atmosphere.

This updated Carbon Sequestration Leadership Forum technology roadmap highlights advances in capturing, utilizing, and storing CO₂ since the 2013 roadmap was issued, and it provides the nations of the world with a powerful and strategic way forward to achieve an orderly and timely transition to a lower-emissions future.

Since the last update of the technology roadmap in 2013, there have been advances and positive developments in CCS, although at a lower rate than is necessary to achieve earlier objectives. New commercial large-scale integrated projects as well as demonstration-scale projects have commenced operation both in the power and industrial sectors, and enabling legislation has been enacted in some jurisdictions. This technology roadmap has been updated in light of the Paris Agreement. In particular, the this roadmap highlights the need for CCS mitigation in industries other than the power industry and the potential of achieving negative CO₂ emissions using a combination of bioenergy and CCS. The opportunity for reducing costs by harnessing the economies of scale that can be delivered through developing industrial clusters, and CO₂ transport and storage hubs, is also highlighted.

Deployment of CCS at scale is not possible without supportive policy settings, long-term political commitment, public acceptance, and the appropriate financial support for early and long-term CCS deployment. Already, much work has been done on building fit-for-purpose regulatory frameworks to provide regulatory certainty to operators and to build confidence in communities that the process is safe.

This technology roadmap demonstrates that CCS has been successfully applied in the power industry, the gas processing industry, refineries, cement and steel production, waste-to-energy, industries using biomass as raw material, and for enhanced oil recovery. This roadmap also highlights that the implementation is well behind the trajectory to reach the Paris Agreement goal of being significantly below a 2°C temperature rise.

This roadmap sets new time horizons for medium- and long-term recommendations, with targets shifted to 2025 and 2035. This is more incisive than the previous version, as the CSLF recognizes that implementation needs to be stepped up.

5. Priority Actions Recommended for Implementation by Policymakers

Based on the findings in this report, governments and industries should partner on CCS to contribute to the Paris Agreement target of limiting the temperature increase from anthropogenic CO₂ emissions to 2°C by implementing sufficient large-scale projects in the power and industry sectors to achieve the following:²⁰

- Long-term isolation from the atmosphere of at least 400 Mt CO₂ per year by 2025 (or permanent capture and storage of in total 1,800 Mt CO₂).
- Long-term isolation from the atmosphere of at least 2,400 Mt CO₂ per year by 2035 (or permanent capture and storage of in total 16,000 Mt CO₂).

This may be achieved through the following actions:

- Demonstrating the value proposition of CCS as a key technology to reduce CO₂ emissions across various sectors of the economy while providing other societal benefits (energy security; access; and additional environmental benefits, such as air pollution reduction, grid stability, and jobs preservation and creation).
- Developing and implementing policy frameworks that incentivize investments in CCS, including an equitable level of consideration, recognition, and support for CCS on similar entry terms as other low-carbon technologies, and reduce commercial risks.
- Creating an enabling market environment and innovative business models for CCS support.
- Implementing fit-for-purpose and comprehensive legal and regulatory frameworks for CCS, also on a regional scale (e.g., the London Protocol to provide for offshore cross-border movement of CO₂).
- Encouraging strategic power and industrial CO₂ capture clusters, collection hubs, and CO₂ transportation and storage infrastructures, including early mapping matching sources to sinks and identification and characterization of potential storage sites.
- Engaging in substantive CCS public outreach and education, aimed at building trust, reducing and tackling misconceptions, supporting educators as well as community proponents of CCS projects, and improving communication.
- Promoting the exchange of design, construction, and operational data; lessons learned; and best practices from large-scale projects.
- Investing deeply in RD&D for novel and emerging technologies (at the subsystem level) along the whole CCS chain to drive down costs, including synergies between CCS and renewables (e.g., geothermal).
- Funding the appraisal of storage opportunities and conducting technology readiness assessments in developing countries.
- Mapping opportunities, conducting technology readiness assessments, and resolving main barriers to the implementation of the CO₂ utilization family of technologies, including life cycle assessments and CO₂ and energy balances.

²⁰ The targets correspond approximately to the International Energy Agency's 2°C Scenario.

6. Follow-Up Plans

The CSLF should continue to be a platform for an international coordinated effort to commercialize CCS technology working with, among others, the IEA, the GCCSI, and the IEA Greenhouse Gas R&D Programme.

The CSLF should continue to monitor progress in light of the identified priority actions, report the findings at Ministerial meetings, and suggest adjustments and updates of the technology roadmap. It is recommended that the CSLF, through its Projects Interaction and Review Team (PIRT), monitor progress in CCS made in relation to the recommended priority actions. Through the CSLF Secretariat, the PIRT will:

- Solicit input with respect to progress of CCS from all members of the CSLF.
- Gather information from a wide range of sources on the global progress of CCS, including collaboration partners.
- Prepare a simple reporting template that highlights the progress made in relation to the priority actions.
- Report annually to the CSLF Technical Group
- Report biennially, or as required, to the CSLF Ministerial Meetings.

The PIRT should continue to have the responsibility for future updates of the CSLF technology roadmap.

7. Acknowledgements

This technology roadmap was prepared for the CSLF Technical Group by an editorial committee under the auspices of the CSLF Projects Interaction and Review Team. The committee was chaired by Andrew Barrett, Australia, and had members from the United Kingdom (Brian Allison), Canada (Eddy Chui), South Africa (Tony SurrIDGE), the United States (John Litynski), The International Energy Agency Greenhouse Gas R&D Programme (Tim Dixon), and Norway (Lars Ingolf Eide). The CSLF Secretariat (Richard Lynch) and the CSLF Technical Group Chair Åse Slagtern (Norway) have also taken active part in the discussions. The first draft of the technology roadmap was sent to a large number of international experts, and the following individuals contributed comments and input:

Norway: Philip Ringrose, Sveinung Hagen, Jørg Aarnes, Jens Hetland, Arvid Nøttvedt, Grethe Tangen, Mario Ditaranto, Svein Gunnar Bekken, Jørild Svalestuen, Svend Tollak Munkejord, Arne Dugstad, Hans Aksel Haugen, Partow Partel Henriksen, John Kristian Økland, and Tore Andreas Torp

United States: John Thompson

United Kingdom: Sarah Tennison and Jon Gibbins

South Africa: Sibbele Heikamp

Australia: Paul Feron

Japan: Takayuki Higahsii

Global Carbon Capture and Storage Institute

Valuable input on the Executive Summary was received from Sallie Greenberg, University of Illinois, and Communications Task Force members Jeff Erikson, Tom Howard-Vyse, Ron Munson and Hamoud Otaibi.

Amy Cutter, BEIS, UK, and Valerie Riedel, Energetics, suggested valuable improvements to language.

Several CSLF Technical Group delegates, as well as observers from the International Energy Agency and Global Carbon Capture and Storage Institute, took supplied corrections and suggestions for improvement in the next-to-final draft.

Annex A. Abbreviations and Acronyms

\$/tCO ₂	dollars per tonne of carbon dioxide
2DS	2°C Scenario
B2DS	Beyond 2°C Scenario
CSLF	Carbon Sequestration Leadership Forum
CCS	carbon capture and storage
CCU	carbon capture and utilization
CCUS	carbon capture, utilization, and storage
CDM	Clean Development Mechanism
CO ₂	carbon dioxide
CO ₂ -EOR	carbon dioxide-enhanced oil recovery
DOE	US Department of Energy
ECBM	enhanced coal bed methane production
E&A	exploration and appraisal
EGHR	enhanced gas hydrate recovery
EGR	enhanced gas recovery
EOR	enhanced oil recovery
EWR	enhanced water recovery
GCCSI	Global Carbon Capture and Storage Institute
H ₂	hydrogen
IEA	International Energy Agency
ISO	International Organization for Standardization
km	kilometer
M&V	monitoring and verification
MPE	Norwegian Ministry of Petroleum and Energy
MW	megawatts (10 ⁶ watts)
Mt	megatonnes (10 ⁶ tonnes)
OECD	Organisation for Economic Co-operation and Development
PIRT	Projects Interaction and Review Team
ppm	parts per million
RD&D	research, development and demonstration
RTS	Reference Technology Scenario
TRL	Technology Readiness Level
UNFCCC	United Nations Framework Convention on Climate Change
ZEP	European Technology Platform for Zero Emission Fossil Fuel Power Plants

Annex B. Summary of Technical Recommendations

Towards 2020:

Governments and industry should work together to:

On capture

- Reduce the avoided carbon cost (or capture cost) in dollars per tonne of CO₂ (\$/tCO₂) of currently available commercial CO₂ capture technologies for power and industry by at least 30%, while at the same time minimizing environmental impacts.
- Establish a network for knowledge sharing among full-scale facilities (e.g., by expanding the existing International Test Centre Network to share knowledge and experiences and increase understanding of the scale-up challenge).
- Resolve issues mentioned in section 3.1.2 regarding industrial CO₂ capture and bio-CCS and further develop technologies for applications and implementation in pilot plants and demonstrations.
- Increase possibilities for testing at the large pilot and demonstration scale by facilitating planning and construction of more test facilities for technologies other than solvent-based technologies.
- Fund and encourage RD&D activities for new and promising capture technologies.
- Increase activities on large-scale production of hydrogen with CCS, with the aim to develop this as a serious option in the 2025–2030 time frame.

On transport and infrastructure

- Acquire necessary data for impurities in CO₂ streams and understand the effects on pipeline materials.
- Establish and validate models that include effects as above.
- Further develop safety measures for large-scale CO₂ pipelines, including validation of dispersion models for impact assessment of incidents pursuant to leakage of CO₂ from the transport system.
- Qualify pipeline materials for use in CO₂ pipes and injection tubing when the CO₂ contains impurities.
- Optimize and qualify systems for ship transport, in particular direct offshore unloading of CO₂ to a well.
- Map the competing demands for steel and secure the manufacturing capacity for the required pipe volumes and other transport items.
- Develop systems for metering and monitoring CO₂ supplied from multiple sources with varying purity and composition that feed into a common collection and distribution system.
- Identify business cases for transportation and storage companies.
- Design and initiate large-scale CO₂ hubs that integrate capture, transport, and storage, including matching of sources and sinks.
- Develop commercial models for industrial and power CCS chains.

On storage

- Identify, characterize, and qualify CO₂ storage sites for large-scale systems.
- Maintain momentum for the Large-Scale Saline Storage Project Network, which was announced at the sixth CSLF Ministerial Meeting in Riyadh, Saudi Arabia, in November 2015, and which was proposed to leverage international saline storage projects that can share best practices, operational experience, and lessons learned to advance CCS deployment.
- Accelerate learning and technology development by sharing subsurface, well, and other relevant data and knowledge; for example, in initiatives such as the CO₂ Storage Data Consortium, an open, international network developing a common platform for sharing data sets from pioneering CO₂ storage projects.

- Fund RD&D activities to close technology gaps and validate the methods/technologies in case studies to accelerate the pace of CCS deployment.
- Facilitate synergies with other technologies; for example, geothermal and other relevant renewables.
- Facilitate research into the interface between transport and storage.
- Undertake regional appraisal programs with dynamic calibration and matched source-sink scenario analysis.
- Identify the sites for CO₂ storage that are most likely to work, including in developing nations.
- Improve CCS narratives around CO₂ storage, costs, and CO₂ containment risks.
- Increase public communication on CO₂ storage projects to improve the communication and dissemination of this technology and to increase knowledge and acceptance with the general public—to gain a social license to operate
- Fund activities that continue to drive down costs for existing monitoring technologies and techniques, and the development, demonstration, and validation of new measuring and monitoring techniques and sensors, onshore and offshore. This includes for leakage in terms of anomaly detection, attribution, and leakage quantification.
- Fund development and demonstration of monitoring strategies to optimize monitoring and make monitoring more cost-efficient for large-scale projects.
- Fund development and verification of mitigation and remediation methods and corrective actions for leakage, including well leakage, and test in small-scale, controlled settings.
- Identify minimum requirements/objectives for monitoring and verification (M&V) programs, both onshore and offshore, to inform fit-for-purpose legislation and regulations.
- Further advance and utilize simulation tools, with a focus on multiphase flow algorithms and coupling of fluid flow to geochemical and geomechanical models.
- Develop and agree on consistent methods for determining CO₂ storage capacity (dynamic) reserves at various scales (as opposed to storage resources), at various levels of project maturity, and with a global distribution of this capacity.
- Further improve dynamic CO₂ capacity assessment (e.g., Smith 2017).
- Further improve on well material (steel and cement) technologies to reduce cost and risk (such as corrosion).
- Enhance the ability to more precisely predict storage efficiency by using experience from successful injections (e.g., Sleipner and Snøhvit) and knowledge on geological complexity to improve models on reservoir injectivity and plume migration.
- Enable safe injection of large amounts of CO₂ by advancing reservoir models with respect to predicting pressure buildup, and avoid hydraulic fracturing.
- Recommend workflow for caprock and fault integrity studies in CO₂ storage sites, as well as measurements and geochemical modeling of sealing capacity.
- Develop a cost model that will help improve the CO₂ storage assessments.

Utilization

- Resolve regulatory and technical challenges for the transition from CO₂-EOR operations to CO₂ storage operations. There may be value in experiences from reporting requirements for CO₂ operations that are claiming credits under the 45Q²¹ tax credit in the United States.
- Research, evaluate, and demonstrate carbonation approaches, in particular for mining residue carbonation and concrete curing, but also other carbonate mineralization that may lead to useful products (e.g., secondary construction materials), including environmental barriers such as the consequences of large mining operations and the disposal of carbonates.
- Support research and development pathways for the development of novel catalysts using abundant materials and advanced manufacturing techniques to produce nanocatalysts to bring down costs.
- Support RD&D on subsea separation and improved mobility control.
- Map opportunities, conduct technology readiness assessments, and resolve main barriers for the implementation of the CO₂ utilization family of technologies including benchmarked life cycle assessments and CO₂ and energy balances.
- Increase the understanding of CO₂ energy balances for each potential CO₂ reuse pathway and the energy requirement of each technology using technological modeling.

Towards 2025:

Governments and industry should work together to:

On capture

- Fund and facilitate cross-border RD&D cooperation to bring to demonstration CO₂ capture technologies for power generation and industrial applications that have avoided cost in \$/tCO₂ (or capture cost) at least 40% below that of 2016 commercial technologies, while at the same time minimizing environmental impacts.
- Fund promising CO₂ capture technology ideas to be tested and verified at pilot scale (megawatt range) and/or separating 0.01–0.1 Mt CO₂/year.

On transport and infrastructure

- Implement the first large-scale (i.e., >10 Mt CO₂/year aggregate throughput) CCS chains in power, industrial, and bio-CCS. These should be focused in industrial regions that have the potential to share infrastructure, rather than focusing on individual projects.
- Implement initial shared infrastructure for a limited number of plants within industrial clusters. This should recognize that in the initial phases, volumes within these clusters may be less than one million tonnes per annum, but that expansion from this initial start will occur.

On storage

- Facilitate exploration, characterization, and qualification of large-scale CO₂ storage sites (10–100 million tons CO₂ per year) in key regions of the world, building on experience from current projects and pilots and including use of existing oil and gas infrastructure.
- Facilitate qualification of CO₂ storage sites for safe and long-term storage in the scale of tens of millions of tonnes of CO₂ annually per storage site, linked to clusters of CO₂ transport systems.
- Ensure that all CSLF member countries have national storage assessments publicly available,
- Continue the development and execution of E&A portfolio programs in key potential storage basins.

²¹ Refers to § 45Q of the US Internal Revenue Code, which allows for tax credits of \$20 per metric tonne of qualified carbon dioxide stored and \$10 per metric tonne used for EOR, captured by the taxpayer at a qualified facility. As of September 2017, there are proposals in the US Congress to increase these credits.

- Develop robust conceptual workflow to assure regulators that site characterization meets international leading practice.
- Reduce monitoring and verification (M&V) overall costs by 25% in average from 2016 levels.

On utilization

- Promote more offshore CO₂-EOR pilot projects as part of deployment of large-scale CO₂ storage, as CO₂ becomes available in amounts and during time windows relevant for EOR.

Towards 2035:

Governments and industry should work together to:

On capture

- Encourage and facilitate cross-border RD&D cooperation to bring to demonstration CO₂ capture technologies for power generation and industrial applications that capture 100% (or very close to 100%) of the CO₂ and at the same time achieve 50% reduction of avoided carbon cost in \$/tCO₂ (or capture cost) compared to 2016 commercial technologies, while minimizing environmental impacts.
- Gain experience in the integration of power plants with CCS into electricity grids that utilize renewable energy sources, seeking to develop optimal hybrid concepts with zero or negative emissions.

On transport and infrastructure

- Continue progressive rollout and expansion of full-scale CCS chains and clusters in power, industrial, and bio-CCS. This includes large-scale CO₂ transport networks that integrate CO₂ capture, transport, and storage, including matching of sources and sinks.

On storage

- Reduce M&V costs by 40% from 2015 levels.

Annex C. References

- Abanades, J. C., B. Arias, A. Lyngfelt, T. Mattisson, D. E. Wiley, H. Li, M. T. Ho, E. Mangano, and S. Brandani. 2015. "Emerging CO₂ capture systems." *International Journal of Greenhouse Gas Control*, 40: 126–166. <http://www.sciencedirect.com/science/journal/17505836/40>.
- Adderley, B., J. Carey, J. Gibbins, M. Lucquiaud, and R. Smith. 2016. "Post-combustion carbon dioxide capture cost reduction to 2030 and beyond." *Faraday Discussion on CCS* 192: 27–35. <http://pubs.rsc.org/en/content/articlelanding/2016/fd/c6fd00046k#!divAbstract>.
- ADEME (Agence de l'environnement et de la maîtrise de l'énergie). 2010. "Panorama des voies de valorisation du CO₂" (in French). <http://www2.ademe.fr/servlet/getDoc?cid=96&m=3&id=72052&p1=30&ref=12441> or <http://www.captage-stockage-valorisation-co2.fr/en/panorama-ways-re-use-co2>.
- Administrative Center for China's Agenda 21. 2015. *A Report on CO₂ Utilization Technologies Assessment in China*. Beijing: Science Press. For sale at <https://www.amazon.com/UTILIZATION-TECHNOLOGIES-ASSESSMENT-Administrative-Agenda21/dp/7030446984>.
- Anderson, K. and G. Peters. 2016. "The trouble with negative emissions." *Science* 354(6309) (14 October): 182–183. doi: 10.1126/science.aah4567. <http://science.sciencemag.org/content/354/6309/182>.
- Banks, J. P., T. Boersma, and W. Goldthorpe. 2017. "Challenges related to carbon transportation and storage – showstoppers for CCS?" GCCSI web publication (6 January). <https://www.globalccsinstitute.com/publications/challenges-related-carbon-transportation-and-storage--showstoppers-ccs>.
- Bellona. 2016. *Manufacturing Our Future: Industries, European Regions and Climate Action – CO₂ networks for the Ruhr, Rotterdam, Antwerp & the greater Oslo Fjord*. (13 October). <http://bellona.org/publication/manufacturing-our-future-industries-european-regions-and-climate-action>.
- Brownsort, P. 2015. "Ship transport of CO₂ for Enhanced Oil Recovery – Literature Survey." Scottish Carbon & Storage. <http://www.sccs.org.uk/images/expertise/reports/co2-eor-jip/SCCS-CO2-EOR-JIP-WP15-Shipping.pdf>.
- Brownsort, P., V. Scott, and R. S. Hazeldine. 2016. "Reducing costs of carbon capture and storage by shared reuse of existing pipeline – Case study of a CO₂ capture cluster for industry and power in Scotland." *International Journal of Greenhouse Gas Control* 52: 130–138. <http://www.sciencedirect.com/science/article/pii/S1750583616302948>.
- CCSA (Carbon Capture and Storage Association). 2013. *CCS Cost Reduction Task Force: Final Report*. London (16 May). https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/201021/CCS_Cost_Reduction_Taskforce_-_Final_Report_-_May_2013.pdf.
- . 2016. "Oil and Gas Producers Pledge Their Support for CCS." Carbon Capture and Storage Association media release, November 4, 2016. http://www.ccsassociation.org/index.php/download_file/view/1046/97/.
- Chiyoda Corporation. 2011. *Preliminary feasibility study on CO₂ carrier for ship-based CCS*. <http://hub.globalccsinstitute.com/publications/preliminary-feasibility-study-co2-carrier-ship-based-ccs>.

Chiyoda Corporation. 2012. *Preliminary feasibility study on CO₂ carrier for ship-based CCS. Phase 2: unmanned offshore facility*. <http://hub.globalccsinstitute.com/node/94501>.

City of Oslo. 2016. "Carbon capture of non-recyclable waste." *The City of Oslo* (website). <https://www.oslo.kommune.no/english/politics-and-administration/green-oslo/best-practices/carbon-capture/>.

CSLF (Carbon Sequestration and Leadership Forum). 2012. *CO₂ Utilisation Options – Phase 1 Report*. September. https://www.cslforum.org/cslf/sites/default/files/documents/CO2UtilizationOptions_Phase1FinalReport.pdf.

———. 2013a. *CO₂ Utilisation Options – Phase 2 Report*. September. https://www.cslforum.org/cslf/sites/default/files/documents/CO2UtilizationOptions_Phase2FinalReport.pdf.

———. 2013b. *Technical challenges in the conversions of CO₂–EOR projects to CO₂ storage projects*. September. https://www.cslforum.org/cslf/sites/default/files/documents/CO2-EORtoCCS_FinalReport.pdf.

———. 2015. *Supporting development of 2ND and 3RD generation carbon capture technologies: Mapping technologies and relevant test facilities*. 16 December. <https://www.cslforum.org/cslf/sites/default/files/documents/2nd3rdGenerationCO2CaptureTechnologies-FinalReport.pdf>.

———. 2017a. *Technical Summary of Bioenergy Carbon capture and Storage (BECCS)*. To be published on <https://www.cslforum.org/cslf/Resources/Publications>.

———. 2017b. *Enabling Large-scale CCS using Offshore CO₂ Utilisation and Storage Infrastructure Developments*. Report from CSLF Task Force on Offshore CO₂–EOR. To be published on <https://www.cslforum.org/cslf/Resources/Publications>.

DECC. 2014. *Next steps in CCS: Policy scoping document*. August. https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/341995/Final_Version_Policy_Scoping_Document_PSD.pdf.

———. 2015. *Industrial Decarbonisation & Energy Efficiency Roadmaps to 2050*. 25 March. <https://www.gov.uk/government/publications/industrial-decarbonisation-and-energy-efficiency-roadmaps-to-2050>.

De Kler, R., F. Neele, M. Nienoord, P. Brownsort, J. Koornneef, S. Belfroid, L. Peters., and D. Loeve. 2016. *Transportation and unloading of CO₂ by ship – a comparative assessment*. WP9 Final Report. CATO. <https://www.co2-cato.org/publications/library1/transportation-and-unloading-of-co2-by-ship-a-comparative-assessment>.

Dijkstra, J. W., T. Mikunda, H.C. de Coninck, D. Jansen, E. van Sambeek, R. Porter, H. Jin, L. Gao, and S. Li. 2012. *Supporting early Carbon Capture Utilisation and Storage development in non-power industrial sectors*. Shaanxi Province, China: The Centre for Low Carbon Futures. Report no. 012. <http://www.ecn.nl/docs/library/report/2012/o12014.pdf>.

Dixon, T., S. T. McCoy, and I. Havercroft. 2015. "Legal and Regulatory Developments on CCS." *International Journal of Greenhouse Gas Control* 40: 431–448. https://www.researchgate.net/publication/281407845_Legal_and_Regulatory_Developments_on_CC_S.

DOE NETL (US Department of Energy National Energy Technology Laboratory). 2015. *A Review of the CO₂ Pipeline Infrastructure in the US*. DOE/NETL-2014/1681. April 21.

- https://energy.gov/sites/prod/files/2015/04/f22/QER%20Analysis%20-%20A%20Review%20of%20the%20CO2%20Pipeline%20Infrastructure%20in%20the%20U.S_0.pdf.
- DOE (US Department of Energy). 2016. *Departmental Response: Assessment of the Report of SEAB Task Force on CO₂ utilisation*. Washington, DC: US Department of Energy.
<https://energy.gov/seab/downloads/doe-assessment-seab-co2-utilization-report>.
- Ensus. 2016. "Company: About Us." ensus.co.uk. Accessed 2017.
http://www.ensus.co.uk/Pdf/Company/About_us.pdf.
- Esposito, R. A, L.S. Monroe, and J. S. Friedman. 2011. "Deployment Models for Commercialized Carbon Capture and Storage." *Environ Sci Technol* 45(1): 139-46. doi: 10.1021/es101441a.
<http://pubs.acs.org/doi/pdfplus/10.1021/es101441a>.
- Feenstra, C. F. J., T. Mikunda, and S. Brunsting. 2010. *What happened in Barendrecht? Case study on the planned onshore carbon dioxide storage in Barendrecht, the Netherlands*. Report from ECN and GCCSI.
<http://www.globalccsinstitute.com/sites/www.globalccsinstitute.com/files/publications/8172/barendrecht-ccs-project-case-study.pdf>.
- GCCSI (Global Carbon Capture and Storage Institute). 2011. *Accelerating the uptake of CCS: Industrial use of captured carbon dioxide*. 20 December.
<https://www.globalccsinstitute.com/publications/accelerating-uptake-ccs-industrial-use-captured-carbon-dioxide>.
- . 2013. *Toward a common method of cost estimation for CO₂ capture and storage at fossil fuel power plants*. 30 January. <http://www.globalccsinstitute.com/publications/toward-common-method-cost-estimation-co2-capture-and-storage-fossil-fuel-power-plants>.
- . 2015a. *The global status of CCS: 2015 Summary Report*. 4 November.
<https://www.globalccsinstitute.com/publications/global-status-ccs-2015-summary-report>.
- . 2016a. *The global status of CCS: 2016 Summary Report*. 15 November.
<https://www.globalccsinstitute.com/publications/global-status-ccs-2016-summary-report>.
- . 2016b. *Introduction to Industrial Carbon Capture and Storage*. June.
<http://hub.globalccsinstitute.com/sites/default/files/publications/199858/Introduction%20to%20Industrial%20CCS.pdf>.
- . 2016c. *The global status of CCS 2016: Volume 3 CCS technologies*. Accessible to members of GCCSI.
- . 2016d. "Tomakomai CCS Demonstration Project." Accessed 11 September 2017.
http://www.globalccsinstitute.com/sites/www.globalccsinstitute.com/files/content/page/122975/files/Tomakomai%20CCS%20Demonstration%20Project_0.pdf.
- . 2016e. *Understanding Industrial CCS Hubs and Clusters*. June.
<http://www.globalccsinstitute.com/sites/www.globalccsinstitute.com/files/content/page/123214/files/Understanding%20Industrial%20CCS%20hubs%20and%20clusters.pdf>.
- . n.d. "Large-scale CCS facilities." Accessed 09 September 2017.
<https://www.globalccsinstitute.com/projects/large-scale-ccs-projects>.
- GDF Suez. n.d. "K12-B CO₂ Injection Project." Accessed 09 September 2017. <http://www.k12-b.info/>.
- Global Carbon Atlas. 2015. "CO₂ Emissions." Accessed 11 September 2017.
<http://www.globalcarbonatlas.org/en/CO2-emissions>.

Gudka, B., J. M. Jones, A. R. Lea-Langton, A. Williams, and A. Saddawi. 2016. "A review of the mitigation of deposition and emission problems during biomass combustion through washing pre-treatment." *Journal of the Energy Institute* 89(2): 159–171. ISSN 1743–9671. <http://dx.doi.org/10.1016/j.joei.2015.02.007>.

Honda. n.d. "Clarity Fuel Cell." Accessed 02 October 2017. <https://automobiles.honda.com/clarity-fuel-cell>.

Hyundai. n.d. "ix35 Fuel Cell." Accessed 02 October 2017. <https://www.hyundai.com/worldwide/en/eco/ix35-fuelcell/highlights>.

IEA (International Energy Agency). 2012. *Energy Technology Perspectives 2012*. Paris: International Energy Agency. ISBN 978-92-64-17488-7. https://www.iea.org/publications/freepublications/publication/ETP2012_free.pdf.

———. 2016a. *Energy Technology Perspectives 2016*. Paris: International Energy Agency. <http://www.iea.org/etp/etp2016/>.

———. 2016b. *20 Years of Carbon Capture and Storage: Accelerating Future Deployment*. Paris: International Energy Agency. https://www.iea.org/publications/freepublications/publication/20YearsofCarbonCaptureandStorage_WEB.pdf.

———. 2017a. *Energy Technology Perspectives 2017*. Paris: International Energy Agency. <https://www.iea.org/etp/etp2017/>.

———. 2017b. "IEA and China host high-level gathering of energy ministers and industry leaders to affirm the importance of carbon capture." IEA Newsroom (website). 6 June. <http://www.iea.org/newsroom/news/2017/june/iea-and-china-host-high-level-gathering-of-energy-ministers-and-industry-leaders.html>.

IEAGHG (IEA Greenhouse Gas R&D Programme). 2013a. *Iron and Steel CCS Study (Techno-Economics Integrated Steel Mill)*. 2013/04. July. http://www.ieaghg.org/docs/General_Docs/Reports/2013-04.pdf.

———. 2013b. *Deployment of CCS in the Cement Industry*. 2013/19. December. http://www.ieaghg.org/docs/General_Docs/Reports/2013-19.pdf.

———. 2014. *Assessment of emerging CO₂ capture technologies and their potential to reduce costs*. 2014/TR4. December. http://www.ieaghg.org/docs/General_Docs/Reports/2014-TR4.pdf.

———. 2015a. *Integrated CCS Project at SaskPower's Boundary Dam Power Station*. 2015/06. August. http://ieaghg.org/docs/General_Docs/Reports/2015-06.pdf.

———. 2015b. *Carbon capture and storage cluster projects: Review and future opportunities*. 2015/03. April 2015. http://www.ieaghg.org/docs/General_Docs/Reports/2015-03.pdf.

———. 2016a. *Techno-Economic Evaluation of Retrofitting CCS in a Market Pulp Mill and an Integrated Pulp and Board Mill*. 2016/10. December. http://www.ieaghg.org/exco_docs/2016-10.pdf

———. 2016b. *Can CO₂ capture and storage unlock 'unburnable carbon'*. 2016-05. <http://www.ieaghg.org/publications/technical-reports/49-publications/technical-reports/671-2016-05-ccs-and-unburnable-carbon>.

———. 2017a. *CCS Industry Build-Out Rates – Comparison with Industry Analogues*. 2017-TR6. <http://www.ieaghg.org/publications/technical-reports/49-publications/technical-reports/802-2017-tr6-ccs-industry-build-out-rates-comparison-with-industry-analogues>.

———. 2017b. *Techno-Economic Evaluation of SMR Based Standalone (Merchant) Hydrogen Plant with CCS*. 2017/02. http://www.ieaghg.org/exco_docs/2017-02.pdf.

———. 2017c. *Techno-Economic Evaluation of HYCO Plant with CCS*. 2017/03. http://www.ieaghg.org/exco_docs/2017-03.pdf.

———. 2017d. *CO₂ capture in natural gas production by adsorption processes for CO₂ storage, EOR and EGR*. 2017/04. http://www.ieaghg.org/exco_docs/2017-04.pdf.

IEA and UNIDO (United Nations Industrial Development Organization). 2011. *Technology Roadmap: Carbon Capture and Storage in Industrial Applications*. http://www.iea.org/publications/freepublications/publication/ccs_industry.pdf.

IJGGC (The International Journal of Greenhouse Gas Control). 2015. *Special Issue commemorating the 10th year anniversary of the publication of the Intergovernmental Panel on Climate Change Special Report on CO₂ Capture and Storage* 40. <http://www.sciencedirect.com/science/journal/17505836/40>.

IMPACTS: The impact of the quality of CO₂ on transport and storage behaviour. 2016. Accessed 2016. <http://www.sintef.no/impacts>.

IPCC (Intergovernmental Panel on Climate Change). 2014. *Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II, and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change (Core Writing Team, R.K. Pachauri and L.A. Meyer ([eds.])). Geneva, Switzerland: IPCC*. https://www.ipcc.ch/pdf/assessment-report/ar5/syr/SYR_AR5_FINAL_full_wcover.pdf.

ISO (International Organization for Standardization). 2016a. Carbon dioxide capture – Carbon dioxide capture systems, technologies and processes. ISO/TR 27912:2016. http://www.iso.org/iso/catalogue_detail.htm?csnumber=64233.

———. 2016b. Carbon dioxide capture, transportation and geological storage – Pipeline transportation systems. ISO 27913:2016. http://www.iso.org/iso/catalogue_detail.htm?csnumber=64235.

———. 2017. Carbon dioxide capture: Part 1– Performance evaluation methods for post-combustion CO₂ capture integrated with a power plant. ISO 27919-1. <https://www.iso.org/standard/67271.html>.

Jakobsen, J., M. Byseveen, E. Vågenes, C. Eickhoff, T. Mikunda, F. Neele, L. Brunner, R. Heffron, D. Schumann, L. Downes, and D. Hanstock. 2017. “Developing a Pilot Case and Modelling the Development of a Large European CO₂ Transport Infrastructure – The GATEWAY H2020 Project.” *Energy Procedia* 114: 6835–6843. <http://www.sciencedirect.com/science/article/pii/S1876610217320222>.

Kemper, J. 2015. “Biomass and carbon dioxide capture and storage: A review.” *International Journal of Greenhouse Gas Control* 40: 401–430. <http://www.sciencedirect.com/science/journal/17505836/40>.

Kjärstad, J., R. Skagestad, N. H. Eldrup, F. Johnsson. 2016. “Ship transport – A low cost and low risk CO₂ transport option in the Nordic countries.” *International Journal of Greenhouse Gas Control* 54: 168–184. https://www.sintef.no/globalassets/sintef-energi/nordiccs/kjarstad_ship_transport_a_low_cost_and_low_risk_-_published-version.pdf.

Li, Q., Y.-N. Wei, G. Liu, and H. Shi. 2015. “CO₂-EWR: a cleaner solution for coal chemical industry in China.” *Journal of Cleaner Production* 103 (15 September): 330–337. <http://dx.doi.org/10.1016/j.jclepro.2014.09.073>.

- Mac Dowell, N., P. S. Fennell, N. Shah, and G. C. Maitland. 2017. "The role of CO₂ capture and utilization in mitigating climate change." *Nature Climate Change* (5 April). doi: 10.1038/NCLIMATE3231. <https://www.nature.com/nclimate/journal/v7/n4/pdf/nclimate3231.pdf?origin=ppub>.
- Mander, S., K. Anderson, A. Larkin, C. Gough, and N. Vaughan. 2017. "The role of bio-energy with carbon capture and storage in meeting the climate mitigation challenge: A whole system perspective." *Energy Procedia* 114: 6036–6043. <http://www.sciencedirect.com/science/article/pii/S1876610217319410>.
- Manzolini, G., E. Fernandez, S. Rezvani, E. Macchi, E. L. V. Goetheer, and T. J. H. Vlugt. 2015. "Economic assessment of novel amine based CO₂ capture technologies integrated in power plants based on European Benchmarking Task Force methodology." *Applied Energy* 138 (15 January): 546–558. <http://www.sciencedirect.com/science/article/pii/S030626191400419X?via%3Dihub>.
- Maritime Danmark. 2009. "Maersk Tankers enters CO₂ transportation." Maritime Danmark website. March 13, 2009. <https://maritimedanmark.dk/?Id=4135>
- Markewitz, P., W. Kuckshinrichs, W. Leitner, J. Linssen, P. Zapp, R. Bongartz, A. Schreiber, and T. E. Müller. 2012. "Worldwide innovations in the development of carbon capture technologies and the utilization of CO₂." *Energy and Environmental Science* 6: 7281–7305. doi: 10.1039/C2EE03403D. https://www.researchgate.net/publication/230813018_Worldwide_innovations_in_the_development_of_carbon_capture_technologies_and_the_utilization_of_CO2.
- Mission Innovation. 2017. "Accelerating the Clean Energy Revolution: Strategies, Progress, Plans and Funding Information." Submitted by Mission Innovation Members to missioninnovation.net. Updated 6 June. <http://mission-innovation.net/wp-content/uploads/2016/06/MI-Country-Plans-and-Priorities.pdf>.
- . 2018. Summary and findings of the workshop on CCUS held in Houston, Texas, USA September 25–29, 2017. To be published in early 2018 on missioninnovation.net.
- MPE (Norwegian Ministry of Petroleum and Energy). 2016. *Feasibility study for full-scale CCS in Norway*. Ministry of Petroleum and Energy. http://www.gassnova.no/en/Documents/Feasibilitystudy_fullscale_CCS_Norway_2016.pdf.
- Munkejord, S. T., M. Hammer, and S.W. Løvseth. 2016. "CO₂ transport: Data and models – A review." *Applied Energy* 169: 499-523. <http://www.sciencedirect.com/science/article/pii/S0306261916300885>.
- NCC (National Coal Council). 2016. *Report – CO₂ Building Blocks*. Washington, DC: National Coal Council. <http://www.nationalcoalcoalcouncil.org/studies/2016/NCC-CO2-Building-Block-FINAL-Report.pdf>.
- Norsk Industri. 2016. *The Norwegian Process Industries' Roadmap: Combining Growth and Zero Emissions by 2050. Summary*. The Federation of Norwegian Industries. May. <https://www.norskindustri.no/siteassets/dokumenter/rapporter-og-brosjyrer/the-norwegian-process-industries-roadmap-summary.pdf>.
- Northern Gas Networks. 2016. *Leeds City Gate H21 Project*. <http://www.northerngasnetworks.co.uk/wp-content/uploads/2016/07/H21-Report-Interactive-PDF-July-2016.pdf>.
- OGCI (Oil and Gas Climate Initiative). 2016. Oil and Gas Climate Initiative (website). Accessed 11 September 2017. <http://www.oilandgasclimateinitiative.com>.

- Pourkashanian, M., J. Szuhanszki, and K. Finney. 2016. "BECCS – Technical challenges and opportunities." Presentation at the UKCCSRC BECCS Specialist Meeting, Imperial College London, 23 June.
https://ukccsrc.ac.uk/sites/default/files/documents/event/beccsJun16/mohamed_pourkashanian_beccs_specialist_meeting_jun16.pdf.
- Pöyry and Teesside Collective. 2017. *A business case for a UK industrial CCS support mechanism*. A Pöyry report on behalf of and in partnership with the Teesside Collective. February.
<http://www.teessidecollective.co.uk/teesside-collective-report-a-business-case-for-a-uk-industrial-ccs-support-mechanism/>.
- Roussanaly, S., A-L- Brunsvold, and E. S. Hognes. 2014. "Benchmarking of CO₂ transport technologies: Part II – Offshore pipeline and shipping to an offshore site." *International Journal of Greenhouse Gas Control* 28: 283–299.
<http://www.sciencedirect.com/science/article/pii/S1750583614001765>.
- Roussanaly, S., G. Skaugen, A. Aasen, S. J. Jacobsen, L. Vesely. 2017. "Techno-economic evaluation of CO₂ transport from a lignite-fired IGCC plant in the Czech Republic." Submitted to the *International Journal of Greenhouse Gas Control*.
- SEAB (Secretary of the Energy Advisory Board). 2016. "Task Force on CO₂ Utilisation and Negative Emissions Technologies." Letter Report for Secretary of Energy Ernest J. Moniz from the SEAB CO₂ Utilization Task Force. 12 December. <https://www.energy.gov/sites/prod/files/2016/12/f34/SEAB-CO2-TaskForce-FINAL-with%20transmittal%20ltr.pdf>.
- Skagestad, R., N. Eldrup, H. R. Hansen, S. Belfroid, A. Mathisen, A. Lach, and H. A. Haugen. 2014. *Ship transport of CO₂: Status and Technology Gaps*. Tel-Tek Report 2214090. 16 September.
http://www.gassnova.no/no/Documents/Ship_transport_TelTEK_2014.pdf.
- Smith, A. S., J. A. Sorensen, E. N. Steadman, and J. A. Harju. 2009. "Acid gas injection and monitoring at the Zama oil field in Alberta, Canada: a case study in demonstration-scale carbon dioxide sequestration." *Energy Procedia* 1(1): 1981–1988.
<http://www.sciencedirect.com/science/article/pii/S1876610209002598>.
- Smith, C. 2017. "Hundred-year-old law on fluid flow overturned by Imperial research." *Imperial College London* (website). 17 July.
http://www3.imperial.ac.uk/newsandeventspggrp/imperialcollege/newssummary/news_17-7-2017-15-19-11.
- SPE (Society of Petroleum Engineers). 2017. "Geologic Storage Resources Management System." *Society of Petroleum Engineers* (website). Accessed September 11, 2017.
<http://staging.spe.org/industry/geologic-storage-resources-management-system.php>.
- Styring, P., D. Jansen, H. de Conninck, H. Reith, and K. Armstrong. 2011. *Carbon Capture and Utilisation in the Green Economy*. Report 501. Centre for Low Carbon Futures 2011 and CO₂Chem Publishing 2012. July. ISBN: 978-0-9572588-1-5. <http://co2chem.co.uk/wp-content/uploads/2012/06/CCU%20in%20the%20green%20economy%20report.pdf>.
- Svalestuen, J., S. G. Bekken, and L. I. Eide. 2017. "CO₂ Capture Technologies for Energy Intensive Industries." *Energy Procedia* 14: 6316–6330. <https://doi.org/10.1016/j.egypro.2017.03.1768>.
- TNO (Nederlandse Organisatie voor Toegepast Natuurwetenschappelijk Onderzoek). 2012. Final Report Summary – CESAR (CO₂ Enhanced Separation and Recovery). Report prepared for the European Commission. http://cordis.europa.eu/result/rcn/53969_en.html.
- . n.d. "K12-B CO₂ Injection Project." *Global CCS Institute* (website). Accessed 11 September 2017. <http://www.globalccsinstitute.com/projects/k12-b-co2-injection-project>.

- Tomski, P. 2012. "The Business Case for Carbon Capture, Utilization and Storage." The Atlantic Council Energy and Environment Program. ISBN: 978-1-61977-023-2.
<http://www.atlanticcouncil.org/publications/issue-briefs/the-business-case-for-carbon-capture-utilization-and-storage>.
- Toshiba. 2016. "Toshiba Complete Installation of World's First Commercial-Use CCU System in Incineration Plant." *Toshiba* (website). 10 August.
http://www.toshiba.co.jp/about/press/2016_08/pr1001.htm.
- Toyota. n.d. "Toyota Mirai Fuel Cell Vehicle." *Toyota* (website). Accessed 2 October 2017.
<https://ssl.toyota.com/mirai/fcv.html>.
- UNECE (United Nations Economic Commission for Europe). 2016. Specifications for the Application of the United Nations Classification for Fossil Energy and Mineral Reserves and Resources 2009 (UNFC-2009) to Injection Projects for the Purpose of Geological Storage. Document prepared by the Task Force on Application of UNFC-2009 to Injection Projects.
https://www.unece.org/fileadmin/DAM/energy/se/pdfs/UNFC/UNFC_specs/UNFC.IP_e.pdf.
- UNFCCC (United Nations Framework Convention on Climate Change). 2015. Adoption of the Paris Agreement. Report No. FCCC/CP/2015/L.9/Rev.1. December.
<https://unfccc.int/resource/docs/2015/cop21/eng/l09r01.pdf>.
- UNIDO (United Nations Industrial Development Organization). 2010. Carbon Capture and Storage in Industrial Applications. Technical Synthesis Report Working Paper – November 2010.
https://www.unido.org/fileadmin/user_media/Services/Energy_and_Climate_Change/Energy_Efficiency/CCS/synthesis_final.pdf.
- Vermeulen, T. 2011. *Knowledge sharing report – CO₂ liquid logistics shipping concept (LLSC): overall supply chain optimization*. GCCSI. June. <https://www.globalccsinstitute.com/publications/co2-liquid-logistics-shipping-concept-llsc-overall-supply-chain-optimization>.
- Voldsund, M., K. Jordal, and R. Anantharaman. 2016. "Hydrogen production with CO₂ capture." *International Journal of Hydrogen Energy* 41: 4969–4992.
<http://www.sciencedirect.com/science/article/pii/S0360319915312659>.
- Williamson, P. 2016. "Scrutinize CO₂ removal method." *Nature* 530: 153–155.
http://www.nature.com/polopoly_fs/1.19318!/menu/main/topColumns/topLeftColumn/pdf/530153a.pdf.
- WRI (World Resources Institute). 2016. "Carbon Capture and Storage: prospects after Paris." Written by Katie Lebling and Xiaoliang Yang for WRI. *World Resources Institute* (website). 19 April.
<http://www.wri.org/blog/2016/04/carbon-capture-and-storage-prospects-after-paris>.
- ZEP (European Technology Platform for Zero Emission Fossil Fuel Power Plants). 2013a. *CO₂ capture and storage (CCS) in energy intensive industries: An indispensable route to an EU low-carbon economy*. 7 January. <http://www.zeroemissionsplatform.eu/news/news/1601-zep-publishes-key-report-on-ccs-in-eu-energy-intensive-industries.html>.
- . 2013b. *Building a CO₂ transport infrastructure for Europe*.
<http://www.zeroemissionsplatform.eu/news/news/1610-eu-must-urgently-invest-25-billion-in-co2-transport-infrastructure.html>.
- . 2015. *CCS for industry – Modelling the lowest-cost route to decarbonising Europe*.
<http://www.zeroemissionsplatform.eu/library/publication/258-ccsforindustry.html>.
- . 2016a. *Identifying and Developing European CCS Hubs*. April.
<http://www.zeroemissionsplatform.eu/library/publication/262-zepuhubsclusters.html>.

———. 2016b. *Carbon Capture and Utilisation*.

<http://www.zeroemissionsplatform.eu/library/publication/272-cleanhydrogen.html>.

———. 2017a. *Future CCS Technologies*. January.

<http://www.zeroemissionsplatform.eu/news/news/1665-zep-publishes-future-ccs-technologies-report.html>.

———. 2017b. *Commercial Scale Feasibility of Clean Hydrogen*.

<http://www.zeroemissionsplatform.eu/news/news/1669-launch-of-zep-report-commercial-scale-feasibility-of-clean-hydrogen.html>.

———. 2017c. *Fast Track CO₂ Transport and Storage for Europe*.

<http://www.zeroemissionsplatform.eu/library/publication/275-fasttracktas.html>.

Økland, J. K. 2016. "Beyond pipelines: The case for shipping CO₂." Presentation at CSLF Workshop in association with the Carbon Capture and Storage Association, London, 29 June.

<https://www.csforum.org/csforum/sites/default/files/documents/london2016/%BFkland-BeyondPipelines-Workshop-Session4-London0616.pdf>.