2026 BRIEF

CCUS STATUS IN FRANCE : AN UPDATE

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GLOBAL CCS INSTITUTE

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FRANCE IS BUILDING MOMENTUM BEHIND CCUS DEPLOYMENT, BUT ACCELERATING INFRASTRUCTURE, STORAGE AND PUBLIC CONFIDENCE WILL BE CRITICAL TO MEETING ITS LONG-TERM DECARBONISATION AMBITIONS.

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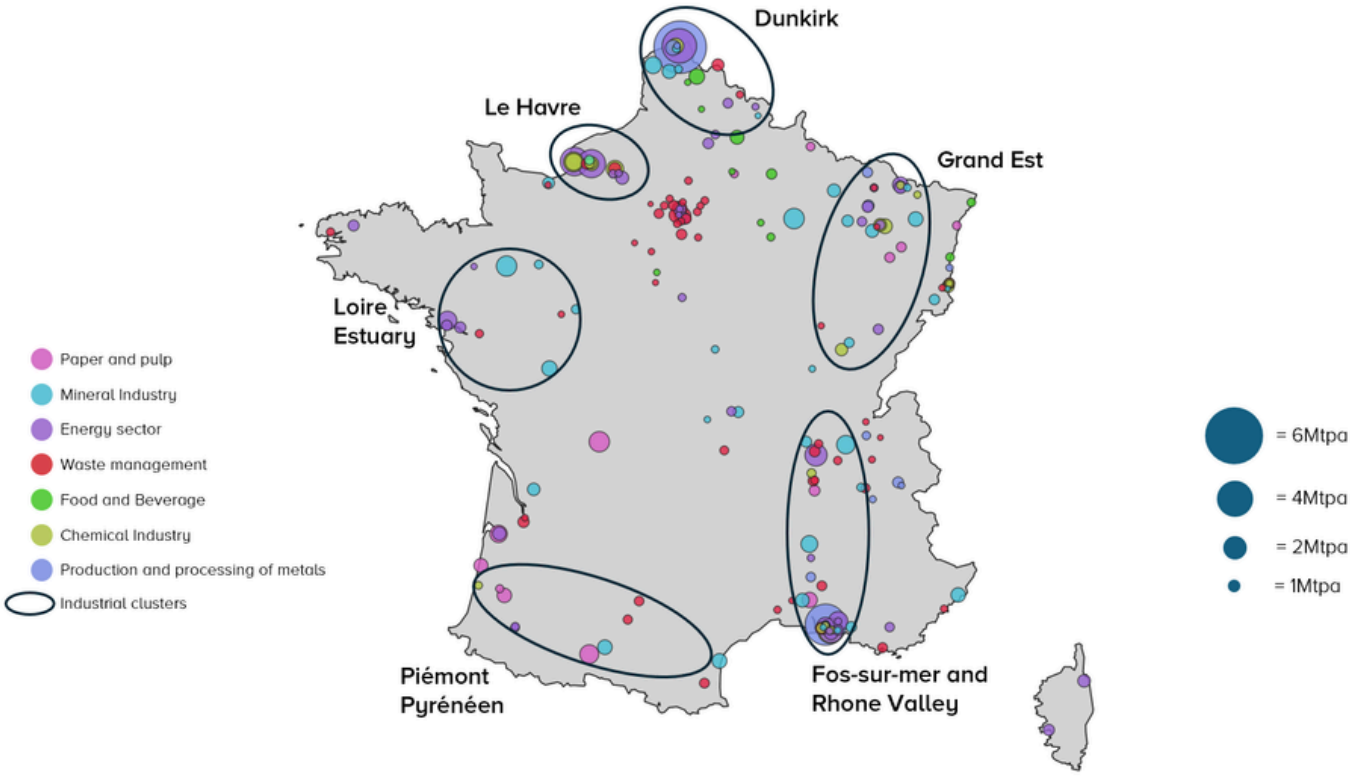
Policy Update
May 2026

Since the Institute's publication on the status of CCUS in France in July 2024 (GCCSI, 2024), the policy and project landscape in the country has continued to evolve, with growing momentum behind efforts towards CCUS deployment. This update provides an overview of recent developments and the gaps that remain.

Current landscape

In 2024, major industrial sites in France emitted **71.3 million tons of CO_2 ($MtCO_2$)** (E-PRTR, 2025), relative to the country's total emissions of 378.1$MtCO_2e$ (EC, 2025). Carbon capture, utilisation and storage (CCUS) represents a key potential decarbonisation pathway for many in France's large industrial base, such as those in the cement, steel and chemical industries. France's national CCUS strategy, published in July 2024, sets a clear long- term goal of 30-50Mtpa of CO_2 captured by 2050 and underscores the critical role the technology will play in meeting decarbonisation ambitions in the country (Ministere de l'Economie, 2024). Since the publication of its national CCUS strategy, significant progress has been made in developing enabling policies and the supporting regulatory framework to support CCUS deployment, but several gaps remain.

Figure 1: Major CO_2 emitting sites in France



Source: emissions data from E-PRTR (2025)

In December 2025, the French government released a draft of its 3rd Low-Carbon National Strategy (SNBC 3), outlining a strengthened pathway to climate neutrality, including a 50% economy-wide emissions reduction target by 2030 (up from 40% under SNBC 2) and a 68% reduction target for industrial emissions compared to 1990 levels (SNBC 3, 2025). This decarbonisation pathway aims to guide collective action to reach the emission reduction targets, where 4.4Mtpa of CO_2 is captured by 2030, with 3.4Mtpa coming from CCS, 0.4 Mtpa from BECCS and 0.6 Mtpa from BECCU. The pathway estimate for CO_2 capture is consistent with France's national CCUS strategy deployment goal, which targets capture of 4–8 Mtpa of CO_2 by 2030 (Ministere de l'Economie, 2024), and reinforces both the expectation that CCUS will play a material role in meeting emissions reduction targets and the notion that without CCUS, France is likely to miss its stated decarbonisation goals. CCUS project development is accelerating in France, with 6 CO_2 capture projects currently in development and expected to become operational by 2030 (Table 1) with a projected capture capacity of 3.75MtCO_2 per year (GCCSI CO2RE database). These capture projects are concentrated in northern and western industrial clusters, which have good access to North Sea storage sites. While positive progress, these capture projects alone will not be enough to meet France's stated target of 4-8Mtpa CCUS by 2030 (Ministere de l'Economie, 2024). Additional efforts are therefore needed to accelerate deployment rates to the necessary levels.

Legislative overview

Since GCCSI's last publication on the status of CCUS in France in July 2024 (GCCSI, 2024), the country has taken significant steps to establish the necessary regulations to enable CCUS projects and accelerate deployment. In particular, progress is advancing in the following three areas:

Financing

The French Government has designed and implemented the first round of a state aid program, the Big Industrial Decarbonisation Projects (GPID), to subsidise additional decarbonisation costs borne by emitters to help reduce revenue uncertainty for industrial decarbonisation projects (EC, 2024). With CCS included in the scope, this represents France's first revenue support mechanism which supports the deployment of the technology. Seven projects were selected in the first round and will receive €1.6 billion over 15 years, 4 of which are CCS projects, representing 3.45Mtpa of "avoided CO_2" (Direction generale des Entreprises, 2026). In preparation for the second round of tenders planned for 2026, a public consultation was launched in June 2025 to refine the design of the support mechanism (Ministere de la Transition Ecologique, 2025). It is important to note that, as the GIPD is designed to support the decarbonisation in hard-to-abate sectors, it is limited to industrial sites subject to the EU ETS. Consequently, CCUS projects in other sectors, such as power generation, are not eligible for government revenue support.

Project Porthos. Credit: Air Liquide

Table 1: French CCUS projects

Project name	Project type	Principal proponent	Operational start date	Capture capacity (Mtpa)	Funding source
VAIA Vicat	Capture	VICAT	Under Evaluation	1.2	EU Innovation Fund; GIPD
Airvault GOCO$_2$	Capture	Heidelberg Materials	2030	1	EU Innovation Fund; GIPD
Holcim St Pierre La Cour	Capture	Holcim	2030	1	GIPD
K6	Capture	EQIOM	2028	0.8	EU Innovation Fund
CalCC	Capture	Lhoist	2028	0.6	EU Innovation Fund
Aluminium Dunkerque (C4capture)	Capture	Aluminium Dunkerque	2030	0.25	GIPD
RepAir Carbon Oak	Capture (direct air)	RepAir	2030	0.1	-
Martres-Tolosane Cement plant	Capture	Holcim	Under Evaluation	Under Evaluation	CEF
ECO$_2$ Normandy	Transport and storage	Air Liquide	2028	-	CEF
GOCO$_2$	Transport and storage	Elengy	2030	-	CEF
D'Artagnan Dunkirk CO$_2$ hub	Transport and storage	Arcelor Mittal	2028	-	CEF
Rhone CO$_2$	Transport and storage	Elengy	Under Evaluation	-	-
Aluminium Dunkirk CO$_2$ transport	Transport	GRT gaz	Under Evaluation	-	-

Source: GCCSI CO$_2$RE database

CO_2 Transport

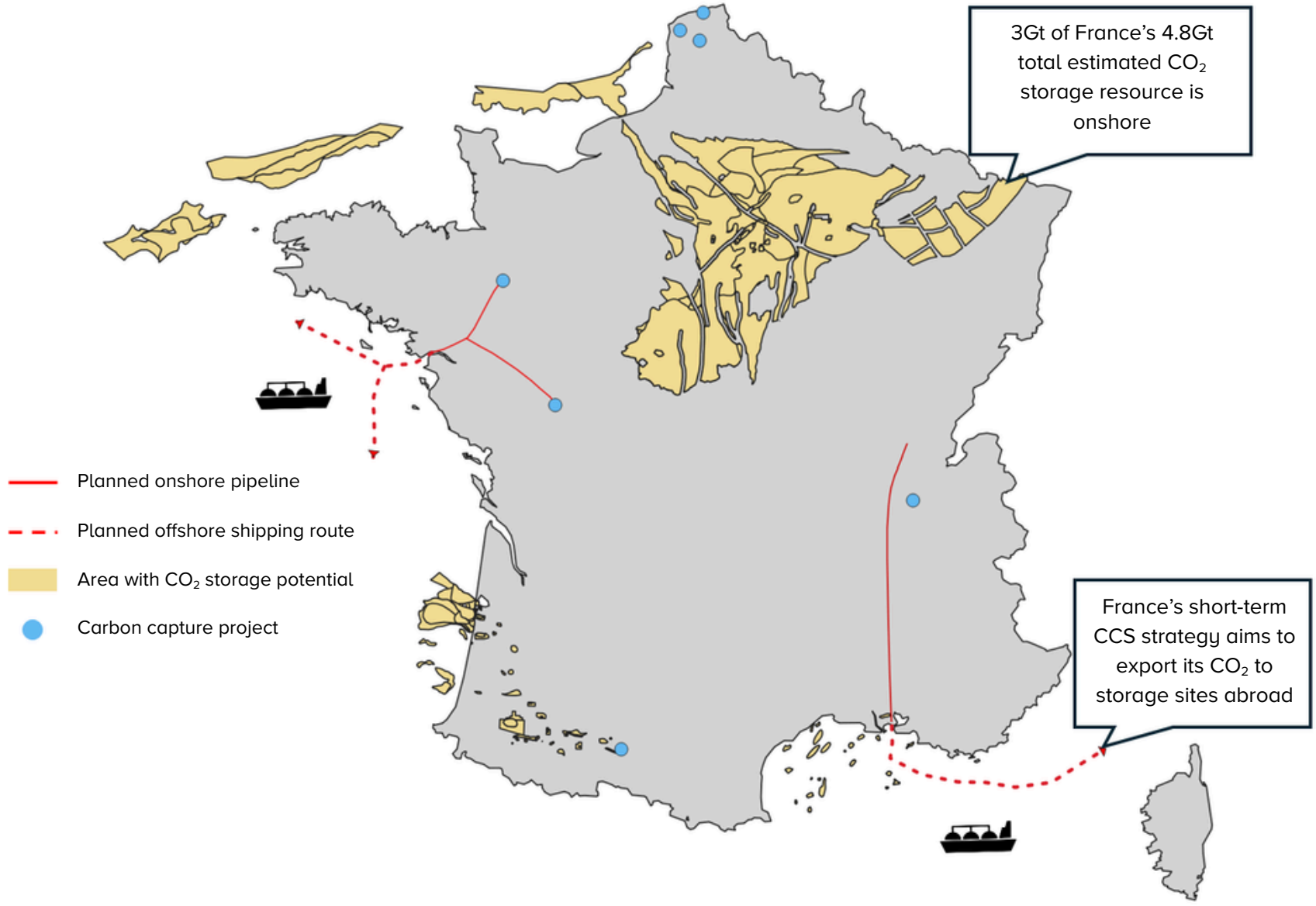
Whilst France's longer-term CCUS deployment strategy initially targets 7 industrial hubs, the stated short-term (2025-2030) approach of transporting captured CO_2 to storage in other countries (Ministere de l'Economie, 2024) means current efforts are concentrated on establishing France as a CO_2 exporter. As a result, prioritisation has been given to developing CCUS clusters located near existing port infrastructure. The coastal hubs of Dunkirk, Fos-sur-Mer, Le Havre and Loire Estuary (see Figure 1) were the first to be designated as Zones Industrielles Bas Carbone (ZiBAC) and therefore received early development support (Ministere de l'Economie, 2023). This designation encouraged the clusters to begin developing CO_2 transport projects such as Rhone CO_2 and $GOCO_2$, the latter of which commenced its FEED studies in late 2025 (Natran, 2025). The aim of these two projects is to develop local CO_2 transportation networks that can link into wider cross-border CO_2 corridors such as that associated with the Ravenna storage hub in Italy (Elengy, 2025). Despite this export-oriented approach, a recent national study estimated France to have a total of 4.8Gt, both onshore and offshore, of potential CO_2 storage capacity (EVASTOCO2, 2025), although this currently remains largely undeveloped.

Clear rules around CO_2 transport are essential for the development of shared transport networks, which enable economies of scale and are critical to scale CCUS efficiently. With 4-8Mtpa of captured CO_2 set to need transport and storage by 2030, France has been making progress in establishing a regulatory framework for CO_2 transport infrastructure, launching the first public consultation in late 2025 (Ministere de la Transition Ecologique, 2025) which outlines plans for an open and non-discriminatory network with negotiated third-party access. Alongside developing domestic regulations for CO_2 transport, France ratified the 2009 London Protocol Amendment, officially enabling it to export CO_2 for permanent geological storage (IEAGHG, 2025). In June 2025, the country signed a bilateral agreement with Norway on the cross-border movement and storage of CO_2 (Ministry of Energy, 2025), building off a similar agreement signed with Denmark in March 2024 (ICSC, 2024).

Low-carbon procurement

National efforts to make CCUS commercially viable have been complemented by EU-wide policy developments aimed at supporting low-carbon manufacturing. The Clean Industrial Deal (CID), announced by the EU Commission in February 2025, seeks to strengthen the competitiveness of European clean industry by mobilising up to €100bn to help create strong demand for EU low-carbon industrial products (EC, 2025). Complementing this, the EU Industrial Accelerator Act, published in March 2026, plans to introduce mandatory minimum quotas for public procurement of low-carbon products to reinforce market demand (EC, 2026). Under the Act, at least 25% of steel and aluminium materials and dependent products would need to qualify as "low carbon", with a 5% threshold for concrete and mortar. This demand-side signal is further reinforced by France's Green Public Procurement (GPP) framework which requires environmental criteria to be incorporated into public contracts (Climate and Resilience Law, 2021). Taken alongside the EU CBAM, which came into force on January 1st 2026 and aims to protect EU manufacturers from low-priced imports from regions with less stringent environmental regulations (EC, 2026), these policies strengthen market incentives for low-carbon industrial production pathways, including those reliant on CCUS.

Figure 2: Location of planned CCUS projects in France, and areas with CO_2 storage potential



Source: CO_2 storage potential data from EVASTOCO2 (2025), planned CO_2 transport routes data from Elengy (2025) and NATRAN (2025)

What next?

Beyond 2030, France's CCUS strategy enters a second phase of deployment scale-up, with CO_2 capture targets of 12-20Mtpa by 2040 (Ministere de l'Economie, 2024) implying a significant expansion in CCUS deployment. As shown in Table 1 earlier, a number of CCUS projects are planned to come online after 2030, however, these alone are unlikely to be sufficient to meet the target range.

As highlighted by the national CO_2 storage capacity study mentioned earlier, France has significant theoretical storage potential. Although the storage capacity mapping is an important early step in enabling domestic CO_2 storage, further action towards developing individual storage sites needs to be taken if France wants to avoid project bottlenecks as deployment accelerates.

Public perception of CCUS continues to evolve in France. In 2024, the PYCASSO project, an initiative which aimed to develop the country's first commercial scale onshore CO_2 storage site, was paused due to local concerns (Carbon Herald, 2024). This setback highlights the importance of constructive, continuous and transparent dialogue with local stakeholders and creates an opportunity for France to strengthen public confidence in future CCUS initiatives. With timely stakeholder engagement and clearer long-term governance signals, public trust can be enhanced, supporting the broader deployment of CCUS in France (France ciment, 2025).

Port-Jerome. Credit: Air Liquide

What progress has been made?

In 2024, the Global CCS Institute published a report on the status of CCUS in France containing recommendations across critical areas to address identified gaps and help facilitate the deployment of CCUS. The table below provides an indication of the level of progress made since the publication.

2024 Recommendation	Developments since 2024 report	Comments on potential impact	Progress to date
CCUS support across all sectors	Industrial installations under the EU ETS are now eligible for state aid, however there is no French government support for CCS deployment in other sectors or CO_2 transportation and storage projects	Excluding sectors, such as the power sector, from government support delays CCS scale-up	Progressing well with some exceptions
Development of an enabling regulatory framework to accelerate CCUS deployment	CO_2 transport regulation framework launched	Ensuring an enabling regulatory framework is established for the whole value chain provides confidence and clarity to CCS stakeholders	Progressing well
Establishing regulatory framework and incentives to enable CDR deployment	Mentioned in the CCUS national strategy but no incentives in place specifically to encourage CDR deployment	Limited CDR deployment reduces the potential for project support from the wider carbon market participants, potentially weakening the CCUS scaling pace.	Limited progress

2024 Recommendation	Developments since 2024 report	Comments on potential impact	Progress to date
Improving EU and national funding coordination	Emerging synergies between state aid scheme and EU-level support following the establishment of the GPID	Increase in funding support helps CCS projects reach commercial deployment	Progressing well
Development of a dedicated and comprehensive T&S regulation	London Protocol Amendment accepted; transport consultation launched	Clear and transparent rules and regulations to CO_2 transportation increases investor confidence	Progressing well
Facilitating CCUS value chain coordination	CO_2 transport regulation is in development; no storage development	Risk of project bottlenecks and delays FID	Progressing well with some exceptions
Continuing fostering public-private forms of cooperation and establishing risk-sharing mechanisms among the parts of the value chain	Public consultations on both CO_2 transportation regulatory framework and state aid scheme; no risk-sharing mechanisms in place as of yet	Risk-sharing mechanisms increase investor confidence and lower barriers to entry	Progressing well with some exceptions
Building a positive CCUS public perception	PYCASSO project halted due to local pushback	Slows CCS deployment and impedes domestic storage development	Limited progress

Since our last publication, France has made meaningful progress in advancing CCUS, and the release of France's national strategy is especially encouraging. However, several gaps still remain, particularly in domestic storage development, public acceptance and limited progress on risk-sharing mechanisms.

To keep pace with its interim decarbonisation and to keep pace with its interim decarbonisation and capture targets, France must continue to accelerate project deployment, unlock storage site development and effectively implement CO_2 transport to enable cross-sector participation.

Clear governance, sustained funding coordination, catalytic public procurement and proactive stakeholder engagement will be essential to translate policy progress into large-scale, timely CCUS deployment.

Glossary

Term	Definition
SNBC	Strategie Nationale Bas-Carbone (National Low-Carbon Strategy)
CEF	Connecting Europe Facility
GIPD	Grand Projets Industriels de Decarbonation (Large Industrial Decarbonisation Projects)
ZIBaC	Zones Industrielles bas carbone (Low-carbon idustrial zones)
FEED	Front End Engineering Design
CBAM	Carbon Border Adjustment Mechanism
NZIA	Net-Zero Industrial Act

*__Context:__ The topics addressed in this factsheet follow the important information and insights gathered during the Global CCS Institute members' meeting held in Dunkirk at the beginning of 2026. Discussions with a range of key French CCS stakeholders provided up-to-date perspectives that have informed the analysis presented in this paper.

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