



Khaled Alawadi
@khdmoahd

www.linkedin.com/in/khaled-al-awadi-80201019/



HAWK ENERGY
What's on Energy
NewBase

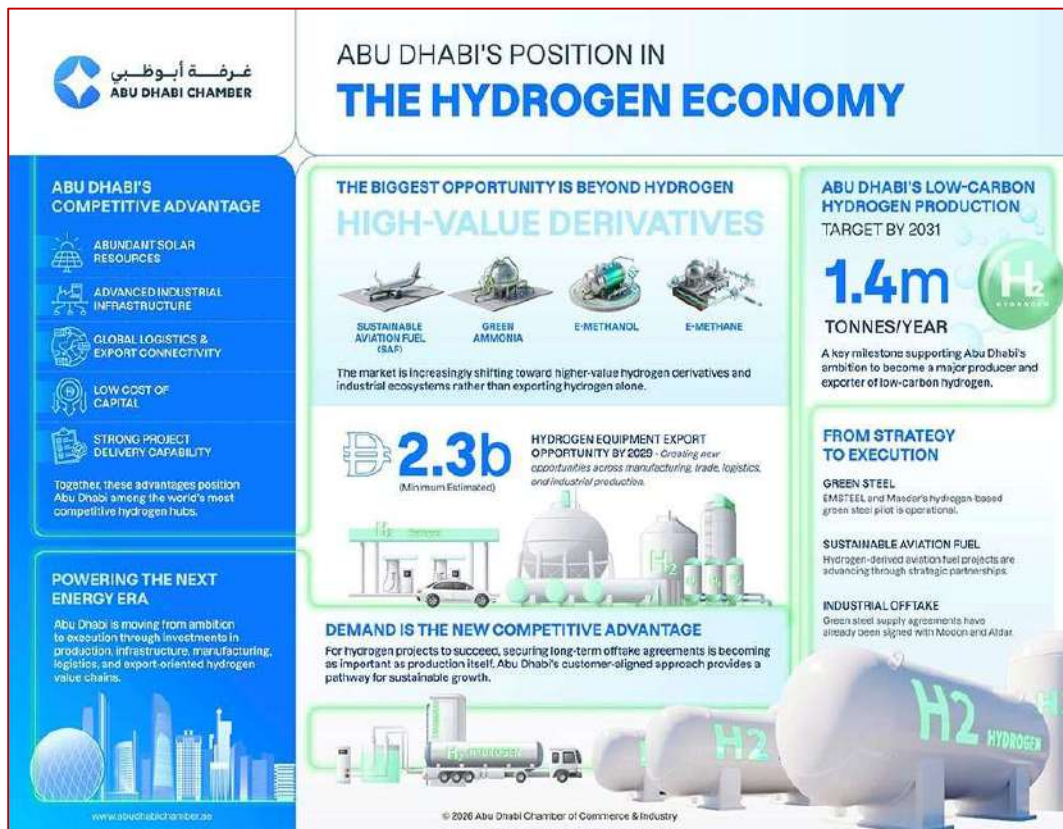


NewBase for discussion or further details on the news below you may contact us on [+971504822502](tel:+971504822502), Dubai, UAE

UAE: Abu Dhabi moves to strengthen its position in global hydrogen economy race

Staff Writer, WAM (Emirates News Agency)

The Abu Dhabi Chamber of Commerce and Industry (ADCCI) today released its June 2026 report, Abu Dhabi's Positioning in the Hydrogen Economy, which identifies Abu Dhabi as one of the most strategically advantaged territories in the global hydrogen race.



The report, produced by the Chamber's Business Intelligence Department, comes at a time of global recalibration in hydrogen ambitions, as global policy uncertainty slows progress in several markets. In contrast, Abu Dhabi is advancing from policy commitments to operational projects, supported by strong fundamentals and targeted investments.

The report finds that the UAE benefits from a unique combination of structural advantages, including abundant solar resources, efficient electricity infrastructure, strong industrial capabilities, and low cost of capital.



Accordingly, the UAE is projected to have one of lowest Levelised Cost of Hydrogen and ammonia by 2030, supporting its role as a key exporter to early demand centres such as the European Union, Japan, and South Korea.

Abu Dhabi, as the UAE's hydrogen spearhead, has set a 2031 production target of 1.4 Mt/year of low-carbon hydrogen.

The report highlights a global strategic shift away from only exporting pure hydrogen toward higher-value derivatives such as green ammonia, methanol, synthetic fuels, and Sustainable Aviation Fuel (SAF).

Abu Dhabi is actively positioning itself along this value chain through multiple initiatives:

- Development of methanol and SAF projects using green hydrogen and captured CO₂
- Exploration of e-methane production and bunkering infrastructure
- Expansion into green ammonia and synthetic fuels
- These initiatives could unlock billion dirhams in unrealised export potential by 2029, alongside job creation and emissions reductions.

Despite strong global momentum, the report notes that around 12% of low-carbon hydrogen projects have secured confirmed customers.

In that regard, Abu Dhabi is demonstrating a viable delivery model through “customer-aligned projects”:

- The EMSTEEL–Masdar green steel pilot (MENA’s first hydrogen-based steel project) is already operational
- Offtake agreements have been signed with Modon and Aldar to supply green steel to sustainable construction projects

The report underscores that long-term offtake agreements—particularly in sectors capable of absorbing the green premium—are essential to accelerate investment and scale the hydrogen economy.

The findings come at a moment of significant global recalibration in hydrogen ambitions, with Abu Dhabi's progress standing in marked contrast to the headwinds faced by many competing producers.

Beyond production and derivatives, the report identifies a near-term commercial opportunity in exporting hydrogen-related technologies and equipment to global projects.

Abu Dhabi's industrial zones — including KEZAD— and logistics infrastructure at Khalifa Port position the emirate as a manufacturing and re-export hub.

Estimated export potential by 2029 spans green hydrogen production equipment (around AED2.3 billion), port infrastructure components (around AED1.2 billion), and blending projects (around AED1.3 billion).

Promising export destinations include China, Germany, the United Kingdom, the United States, and Australia. In 2023, ADNOC, John Cockerill Hydrogen, and Strata Manufacturing signed an agreement to produce electrolyzers in the UAE for domestic use and export — a regional first.

Mexico Bans Oil and Gas Fracking in Key Basin, Sheinbaum Says

Bloomberg + NewBase Energy

Mexico's government will not allow unconventional drilling in a key shale basin, as officials cautiously explore the politically sensitive practice as a way to reduce dependence on US natural gas.

Mexican President Claudia Sheinbaum is evaluating potential pilot fracking projects in the northern states of Coahuila and Tamaulipas that could help boost domestic gas production, according to four sources familiar with the discussions.



Mexico already produces a small amount of crude oil and gas through fracking, but the government and state company Pemex are evaluating a much broader rollout as the country seeks to reduce its reliance on U.S. gas imports.

Hydraulic fracturing is a technique in which water, sand and chemicals are injected at high pressure to break apart rock and extract resources. The technique has long raised concerns over groundwater contamination, methane emissions and earthquakes, while also delaying the transition to renewable energy.

Once an opponent of fracking, Sheinbaum has recently changed her position and has said that new techniques exist with lower environmental impact and more efficient water use.

A few weeks ago, Sheinbaum received the findings of a panel of specialists in geology, water, engineering and environmental issues tasked with helping the government "make the best possible decision," three of the sources said.

If approved, Pemex could begin work on the first pilot projects as early as September, one of the three sources said. Neither the presidency nor Pemex responded to requests from Reuters for further comment.

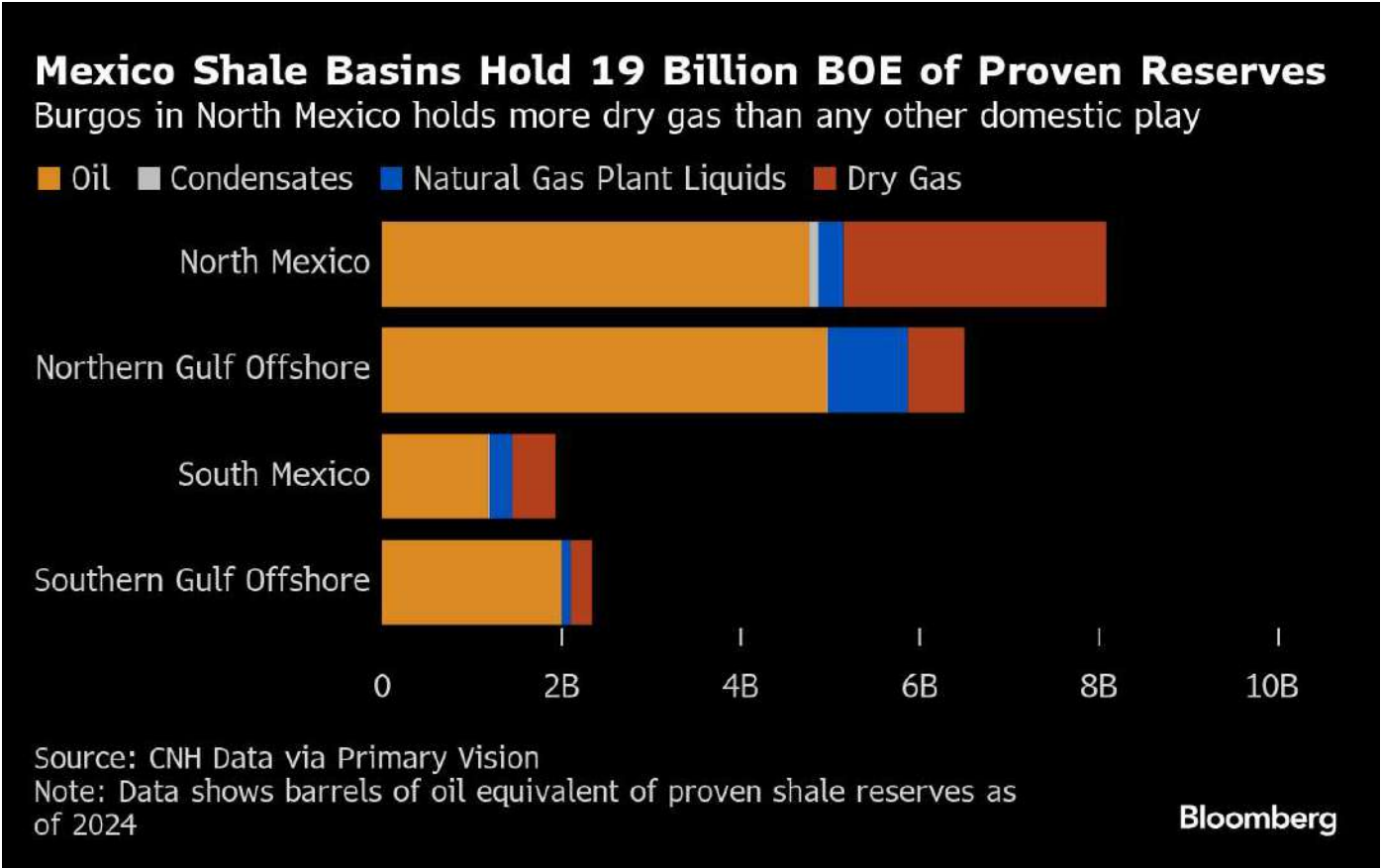
Pemex currently produces an average of 4.869 billion cubic feet of gas per day in addition to 1.658 million barrels of oil and condensate.

With conventional reserves declining, one of the sources said there was no alternative for Mexico if the country wanted to boost production, and another one described the country's dependence on U.S. gas imports as "alarming."

CHALLENGES POSED BY DEVELOPMENT AREAS

Pemex has drilled 25 exploratory wells in the Sabinas-Burro Picachos, Burgos and Tampico-Misantla basins, which span Coahuila, Tamaulipas and Veracruz, and has used hydraulic fracturing in the Chicontepec project, company data shows.

Last year, in its strategy through 2035, the company proposed bringing unconventional fields into production, with a "modest" contribution between 2026 and 2028 and "significant volumes" beginning in 2029.



The plan projects cumulative production through 2030 of 197 million barrels of crude oil and 303 billion cubic feet of gas, from a resource potential of 64 billion barrels of oil equivalent.

Each potential development area presents distinct challenges: Coahuila is governed by the opposition, Tamaulipas faces security risks linked to organized crime, and water scarcity remains a concern in parts of the resource-rich Tampico-Misantla basin.

Although the Tampico-Misantla basin, located mostly in Veracruz, has the country's largest unconventional hydrocarbon potential, the government is studying an area near the U.S. border in Coahuila within the Burro-Picachos platform, the sources said.

The sparsely populated area borders the Eagle Ford formation, one of the largest shale oil and gas producing regions in the U.S. and the source of most Mexican gas imports. In June alone, Eagle Ford produced 4.3 billion cubic feet of gas per day, a volume roughly equivalent to all of Pemex's gas production nationwide.

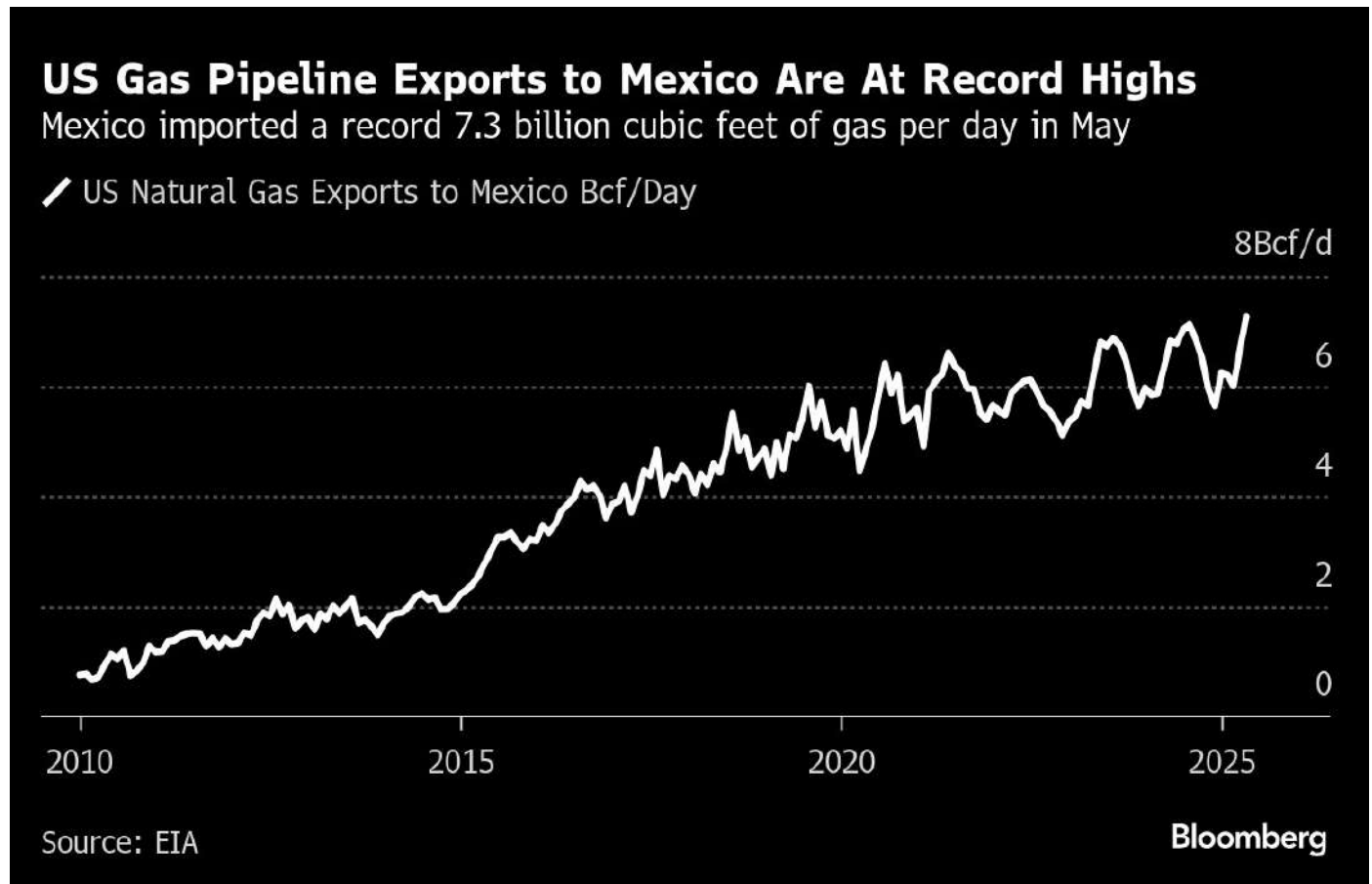
Intensive unconventional development would require hundreds of wells and continuous operations, making any interruption costly; such wells typically decline rapidly and require constant investment to sustain production.



In the swampy lowlands of Mexico's Gulf Coast, Petroleos Mexicanos is pumping high-pressure jets of water, chemicals and sand into the ground to crack open natural gas-soaked rocks that are so hard they don't yield to traditional drilling.

In most of the world, the technique is called fracking. But in Mexico, where the practice is still deeply controversial, Pemex has a different name for it: "stimulation of complex geological deposits." Whatever it's called, Pemex has been quietly doing it in Veracruz, Nuevo Leon and other states across Mexico for at least a decade. Now, Pemex executives are evaluating how it can extend its use to the nation's mostly untapped shale fields, with the aim of reviving production and the struggling state driller, all while weaning the nation off of US gas.

Whether it's called hydraulic fracturing, well stimulation or something else, the government's acknowledgment that it's considering more of it is a sharp reversal for President Claudia Sheinbaum, an environmental engineer who disowned the practice during her campaign. The legacy of AMLO's staunch opposition to it also likely contributed to the government's hesitation to call it fracking, even as Pemex increasingly leans into the technique to quell a slide in crude and gas production.



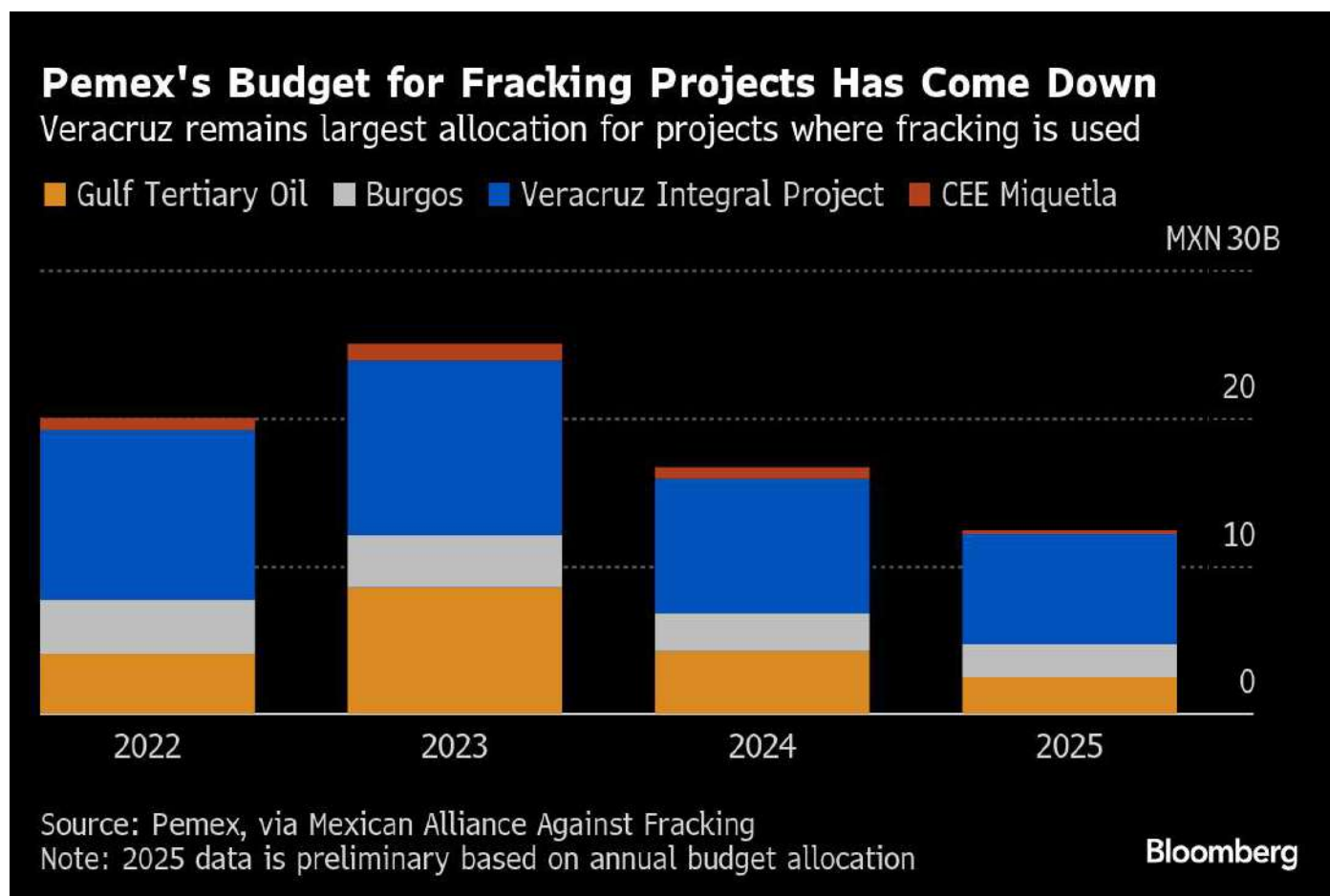
Modern fracking techniques were developed at the end of the last century to harvest gas and oil from shale and other types of ultra-hard rock that had evaded all previous attempts at penetration by petroleum engineers. The practice involves pumping cocktails of water, chemicals and sand into a well to pummel the surrounding rocks and create millions of microscopic fissures through which gas and crude can flow into the well and up to the surface.

Fracking is different from other specialized oilfield techniques such as enhanced oil recovery, which involves pumping carbon dioxide or water into wells to scrape remnant crude from the bottom of aging fields and push it to a separate array of wells on the other side of the field.

A recently published comprehensive business plan aims, among other things, to tap Mexico's estimated 545 trillion cubic feet of technically recoverable shale gas resources, the sixth largest reserve in the world. Over 60% of that trove, along with some 6.3 billion barrels of tight oil, are located in the Burgos Basin, an extension of Texas' Eagle Ford play just over the US-Mexico border.

Pemex's new plan comes as some of the biggest US operators are beginning to question the future growth potential of US shale. Diamondback Energy, the biggest independent oil producer in the Permian Basin, has said it already believes US crude production has peaked this year and will decline in the months ahead.

That formation alone could help Pemex reach its goal of lifting gas output by almost one-third by 2030. The company estimates it can increase daily gas output by 500 million cubic feet, in addition to 300,000 barrels of oil, from unconventional deposits, according to the document.



Sheinbaum's challenge will be attracting investment and technology from the other side of the Rio Grande, where modern fracking techniques were invented and honed. Pemex is trying to conjure joint ventures with private-sector companies that will be limited to minority-partner status while shouldering operating costs and most of the risks.

"The government is not really signaling a conducive environment for the private sector to come in," said Osama Rizvi, an analyst at energy consultancy Primary Vision. "They need to do a lot more in terms of preparedness and messaging. I don't see Mexico's fracking industry booming anytime soon."

Still, Rizvi sees hope for Pemex's unconventional reserves as shale production in the US begins to plateau and Houston energy executives look for new markets. Major questions remain, including how to safely operate in territory controlled by organized crime and meager access to water and infrastructure, Rizvi said.

Sheinbaum, who was voted into office on promises to clean up Pemex, has indicated she must balance the goals of boosting Pemex's output and protecting communities from environmental harm. "Nothing is decided yet, and it needs to be put to the public's consideration," she said in one of her daily press conferences, adding that experts from Pemex and Mexico's Petroleum Institute are studying options for exploiting unconventional deposits. "But there is an important issue: our dependence on natural gas."



Oil price special coverage



NewBase for discussion or further details on the news below you may contact us on +971504822502, Dubai, UAE

Oil gains on US jobs report, worries over peace talks

[Reuters + NewBase Energy](#)

Oil prices reversed course and climbed on U.S. job losses reported by the federal government and worries over talks between Iranian and U.S. negotiators to end fighting that has lasted five months.

Brent crude futures were up 1.12 cents, or 1.36%, at \$83.61 a barrel at 1928 GMT). West Texas Intermediate futures climbed 83 cents, or 1.07%, to \$78.12.



WTI Crude (Sep'26)

@CL1:New York Mercantile Exchange

*Data is delayed | Exchange | USD

Last | 2:34 PM EDT

78.12 ▲ +0.83 (+1.07%)

- **Benchmarks head for weekly losses of about 9%**
- **Cargo vessels could face fees under Iran draft plan**
- **Drone attacks reduce July CPC oil loadings by a fifth, sources say**

Oil futures had settled more than \$3 a barrel higher on Thursday as Iran reviewed a bill to ban U.S. and Israeli vessels from the Strait of Hormuz, through which roughly a fifth of the world's oil and liquefied natural gas normally passed before the war began at the end of February.

Oil prices fell earlier in the week as a possible solution to the conflict looked more likely, and both benchmarks are on course for a weekly loss of more than 9%.

"The market on Friday is all about the jobs report," said Phil Flynn, senior analyst with Price Futures Group.

The U.S. economy lost 23,000 jobs in July, the U.S. government reported on Friday.

"It means there's less likely to be intervention by the Federal Reserve to raise interest rates," Flynn said.

Federal Reserve rate hikes take away purchasing power from consumers because interest rates across the economy increase, sending more of the cash in consumer pocketbooks to debt issuers and not to products suppliers like fuel stations.

Analysts also said that this week's developments have signalled that hostilities between Iran and the U.S. are not yet over.

Iran is seeking fees of between 5% and 7% of the price of cargoes from ships using the strait, a senior Iranian official said. Oman, meanwhile, is discussing fees of about 3% while Washington wants no fees at all.

Four industry sources have said the proposed deal is not easily workable because of U.S. sanctions and restrictive insurance clauses on any payments.

"The structure of the Iran-Oman agreement in its current form and the power it yields to Iran is nothing that (U.S. President Donald) Trump can accept politically," said Bjarne Schieldrop at SEB Research. "Trump would face heavy political criticism at home if he did."

While this week's signals on a potential deal have driven a roller-coaster ride in market sentiment, the market remains in the dark as to what needs to happen for the agreement to be clinched, said Vandana Hari, founder of oil market analysis provider Vanda Insights.

Meanwhile, Saudi Arabia expects imminent coordinated attacks from Iraqi militias north of the Gulf state and from Yemen's Houthis from the south under the supervision of Iran's Islamic Revolutionary Guard Corps, a senior Saudi official said.

The official, speaking on condition of anonymity, said late on Thursday that intelligence reports from Saudi Arabia, the United States and other regional countries indicated civilian and economic sites could be targeted, including energy infrastructure, ports and airports.

Yemen's Iran-aligned Houthis said they carried out missile and drone attacks on Saudi deployments in Marib and Hadramout in Yemen on Thursday.

Saudi Arabia, Pakistan and Turkey signed a joint defence agreement in Mecca on Friday, uniting Sunni Muslim U.S. allies alarmed at a regional conflagration that has rained missile fire onto Gulf oil exporters.

Trump told reporters on Thursday that he believed that the war would be over soon.

Meanwhile, drone attacks in the Black Sea took out as much as a fifth of Caspian Pipeline Consortium (CPC) oil loadings in July, four sources familiar with the data said, as the Russia-Ukraine war spilled over to hit Kazakhstan's and Western oil majors' sales.



HAWK ENERGY

Oil & Gas Services





- Hawk Energy revises Oil at averaging \$82-\$85 This Year 2026 with positive Growth
- That's a 'foreseeable & sensible range,' Hawk Energy CEO M. Al Shihabi says
- Demand set to grow (1.2 MBD) from 105.3 to 106.5 MBD in 2026: Al Awadhi says





Global car markets are under pressure in 2026

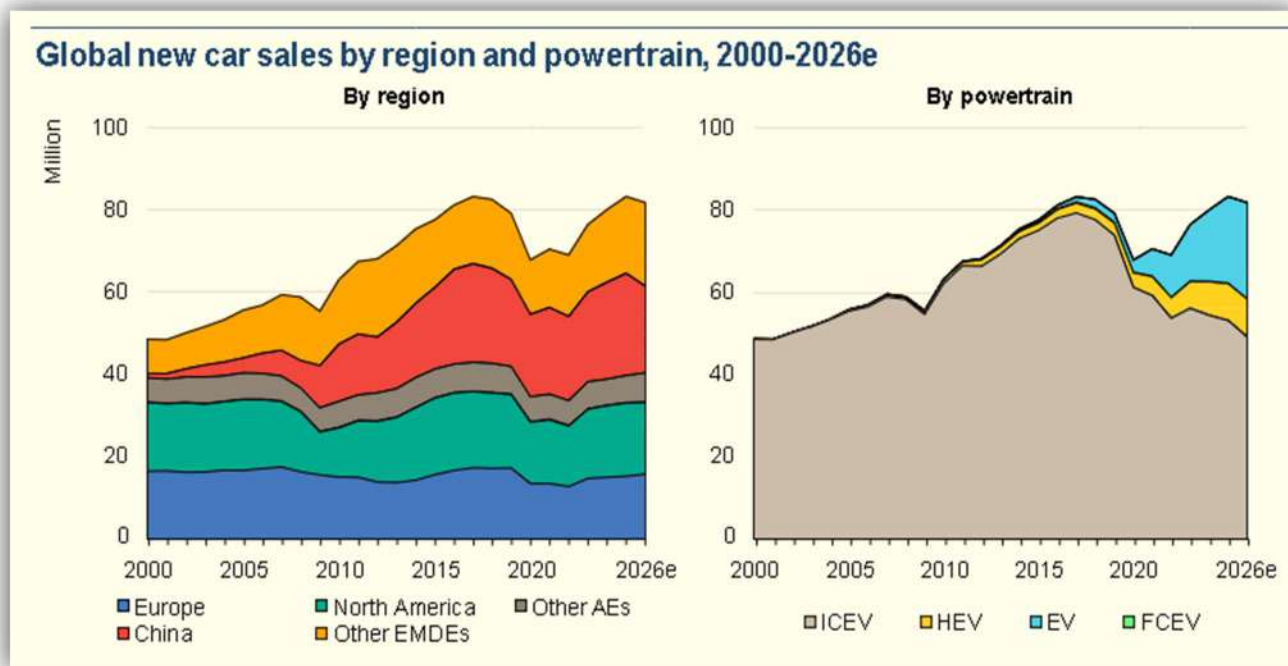
IEA + NewBase

At the global level, car sales rose for decades until 2017, interrupted only by the fallouts of economic crises. After 2017, however, total sales started to decline, gradually at first and then dropping precipitously during the Covid-19 pandemic in 2020. Sales resumed their upward trajectory from 2021, with the recovery in global sales being driven exclusively by electric cars and hybrids. This marks a major technological transition away from pure ICE vehicles.

Across the first six months of 2026, however, global car sales have been under pressure, and the general expectation is for 2026 to register a decline relative to 2025. Two key markets are driving this trend.

The first is China, the world's largest car market, which saw a decline in total car sales in the first half of 2026 of over 20% according to the China Passenger Car Association (CPCA), relative to the same period of 2025.

In addition to broader macroeconomic pressures, changes in policy are contributing to declining car sales in China: at the beginning of 2026, China's previous trade-in scheme was updated with a reduction in the subsidy available for the most affordable cars.



At 30% year-on-year, the drop in sales during H1 2026 was larger for conventional cars than for electric cars, for which sales fell by less than 20%. The CPCA expects, as of mid-June 2026, car sales in China to be 14% lower than in 2025. However, there is significant uncertainty, with other industry stakeholders and analysts expecting anything from a 3% to a 20% decline across the full year.

The second major driver of the expected global decline in total car sales is the United States, which saw total car sales fall by over 3% year-on-year in the first half of 2026, despite a rebound in May and June. Across the full year, car sales in the United States are expected to be close to 3% lower than in 2025.

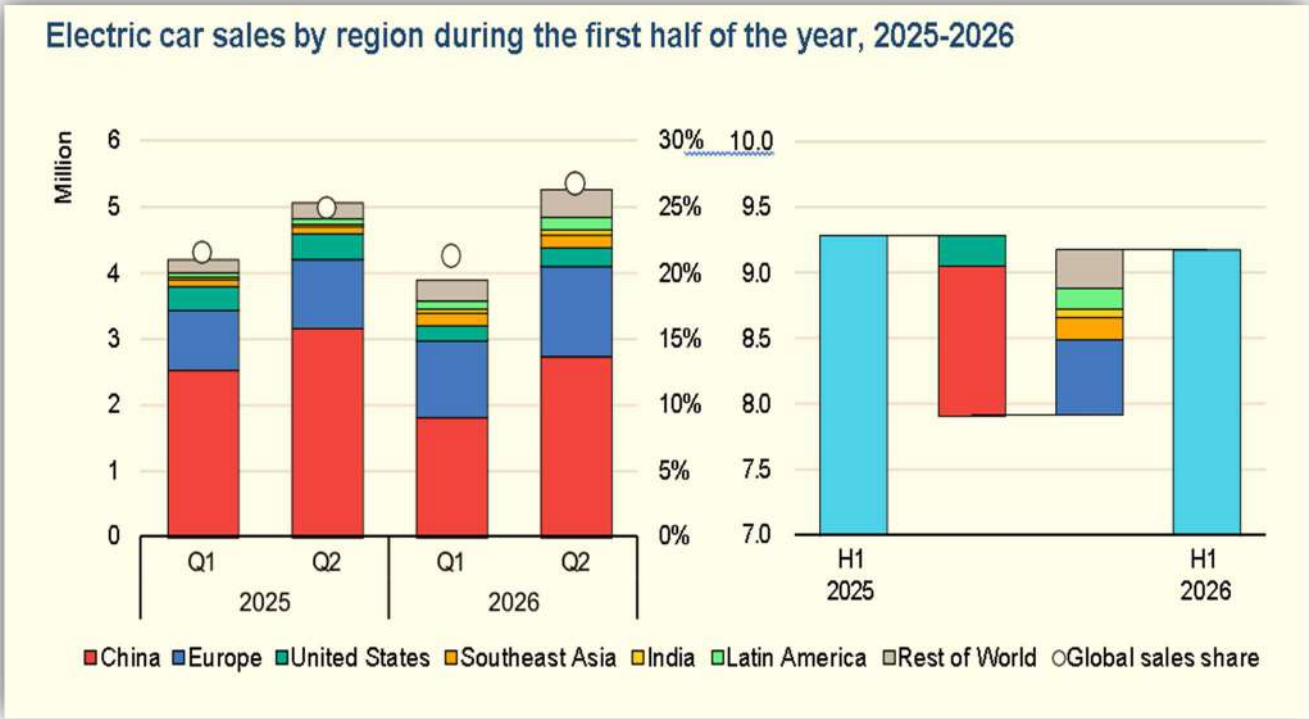
Electric car sales have grown in more than 90 countries over H1 2026, compared to H1 2025

Second-quarter 2026 electric car sales grew 4% year-on-year and 35% compared to the first quarter . Over 9 million electric cars were sold worldwide in the first half of 2026, with more than 5 million sold in the second quarter alone.

Global second-quarter sales were 35% higher than first-quarter sales in 2026, but were not sufficient to compensate for the decline in the first quarter: across the first six months of 2026, global electric car sales were around 1% lower compared to the same period of 2025.

Despite more than 90 countries seeing higher year-on-year sales, the almost 20% drop in electric car sales in China strongly impacted global sales volumes.

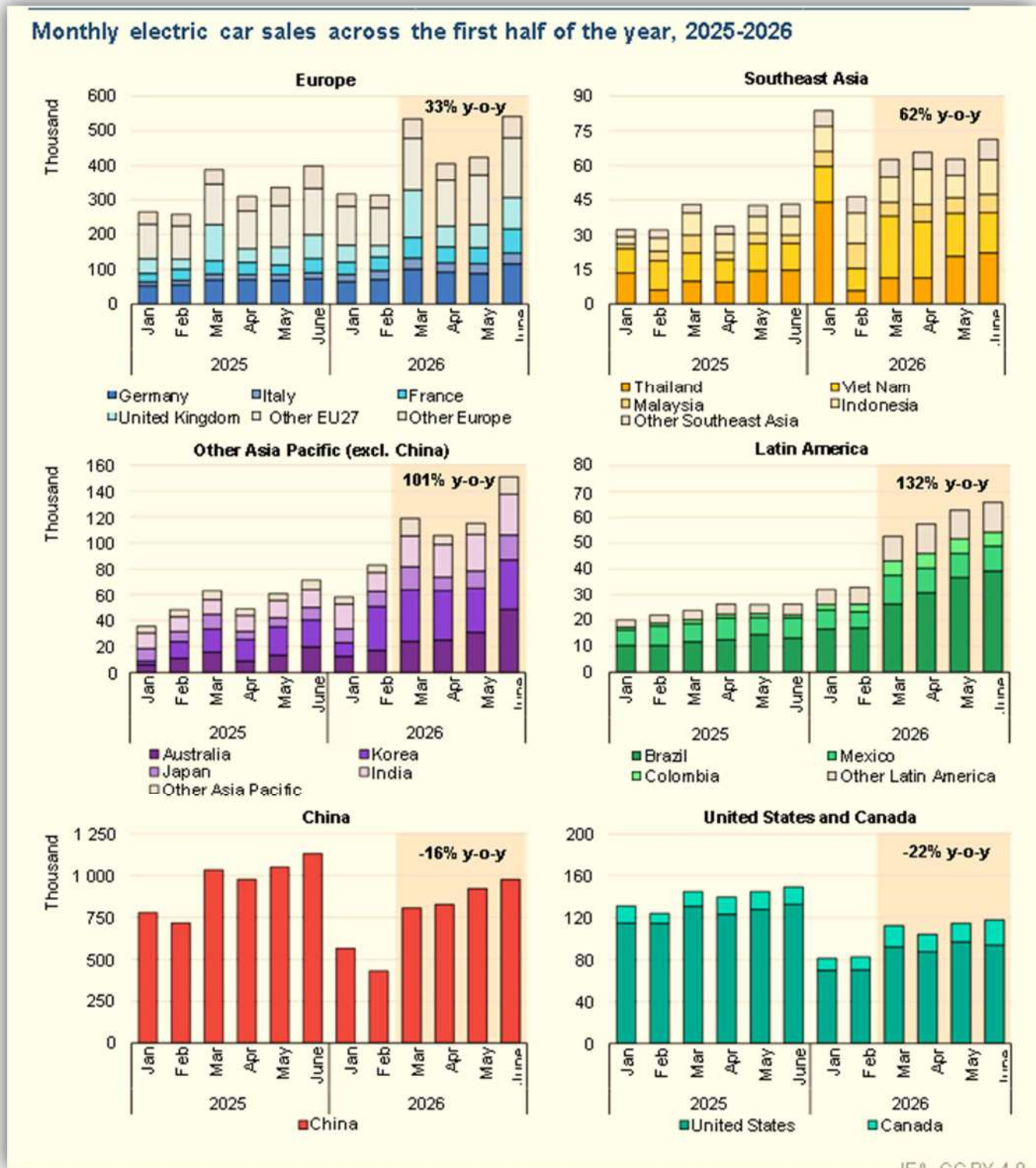
While electric car sales dropped at a global level, their share in overall car sales remained strong, including in China, where electric cars represented over 60% of total car sales in the second quarter of 2026, compared to less than 55% across 2025. Globally, across the first half of 2026, electric cars represented 24% of all cars sold, 1 percentage point higher than in the first half of 2025.



Europe recorded the strongest growth in electric car sales of the major EV markets during the first half of 2026. Second-quarter electric car sales were higher than those in the first quarter, resulting in 2026 H1 sales being 30% higher than those in the first half of 2025.

Countries with particularly strong sales across the first six months of 2026 include Germany, where 140 000 more electric cars were sold than over the same period of 2025, the United Kingdom (+100 000), France (+95 000), Italy (+75 000) and Spain (+40 000).

Across the European Union, electric car sales have grown to represent more than 30% of total car sales during the first half of 2026, compared to 27% in 2025. The EV sales share in the United Kingdom has also grown, to 38% in H1 2026.



In the United States, second quarter electric car sales exceeded 275 000, representing a 20% increase compared to the first quarter of 2026. However, sales were about a quarter lower than Q2 2025, in part due to the ending of the US federal tax credit at the end of the third quarter of 2025.

While monthly sales picked up in March 2026, compared to in January and February, sales shares averaged 7%, lower than the average of 10% across 2025.

Outside of the major EV markets, electric car sales in H1 2026 were around 75% higher than in H1 2025. Growth was even higher when comparing the months following the start of the energy crisis: electric car sales from March to June 2026 were more than 80% higher than those during the same period of 2025.

Notably, in a number of other sizeable electric car markets: Australia, Brazil, India, Korea and Viet Nam – where sales reached more than 100 000 in the first half of 2026 – sales have roughly doubled in the period since the beginning of the energy crisis, compared with the same period (March-June) of 2025.

Smaller markets have also seen remarkable year-on-year growth over this period, including Colombia (+300%), New Zealand (+180%), Singapore (+110%) and Uruguay (+170%).

As a result, electric car sales in Latin America more than doubled in H1 2026 compared to the same period of 2025 and increased by around 130% when comparing March-June. Sales across Australia, Korea and New Zealand also doubled year-on-year during the first half of 2026.

In India, H1 sales were up over 90%, and in Southeast Asia, H1 sales were 75% higher in 2026 than in 2025. In Africa, sales more than doubled, reaching over 30 000, with sales in South Africa growing more than fivefold and sales in Egypt more than threefold.

Regional dynamics have shifted slightly in a weaker car market, but global EV sales are expected to continue to grow in 2026

Uncertainty is the watchword for global car markets for the remainder of 2026, as the combination of economic pressures in key car markets, cost pressures on the car industry and the prospect of continued volatility in fuel prices cast doubts over the pace at which global car sales could recover.

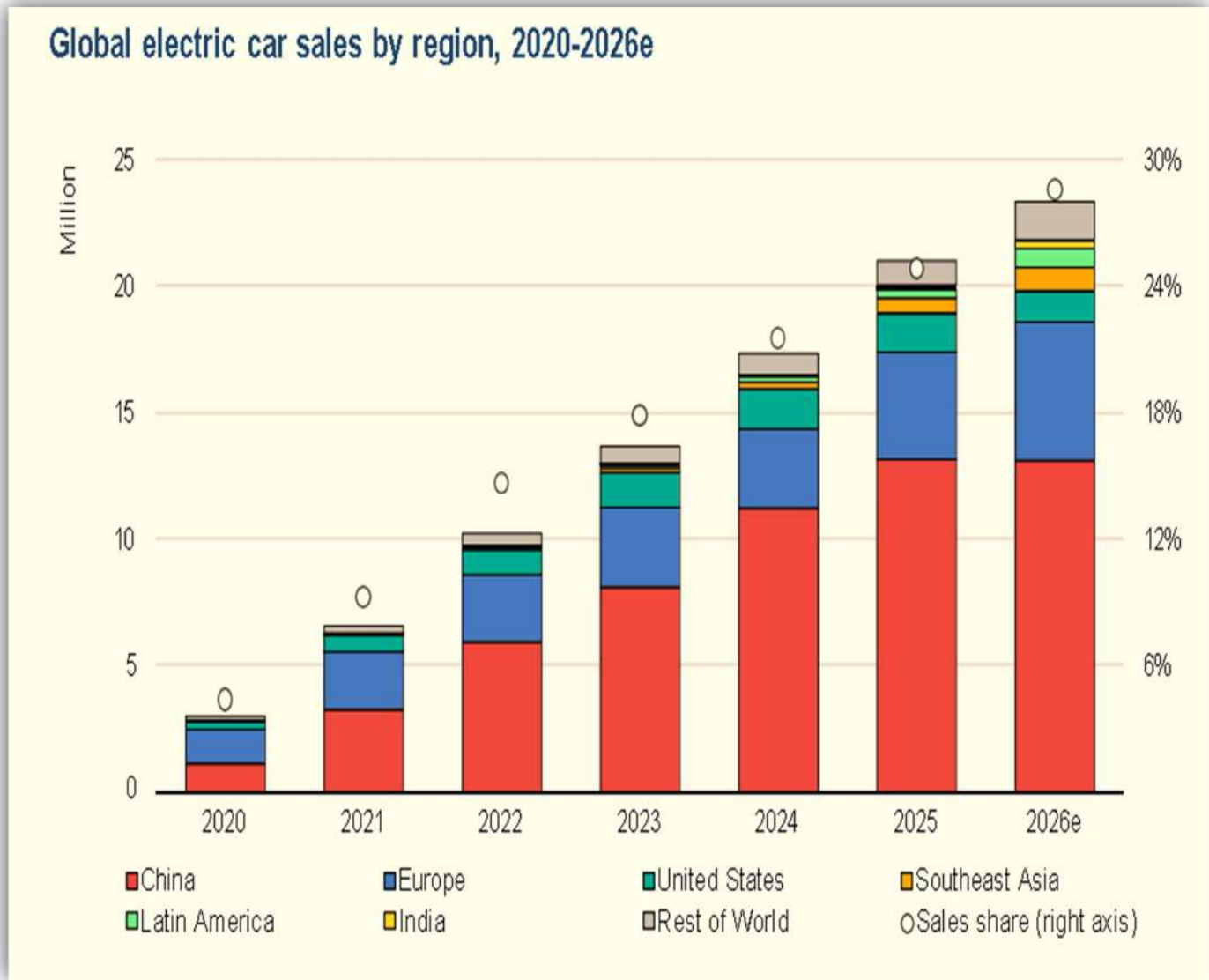
Overall, we expect car sales to rebound somewhat over the second half of the year, but – over the course of 2026 as a whole – to remain around 2% below the level reached in 2025. Global electric car sales, meanwhile, are expected to grow around 10% in 2026, reaching 23 million and a share of 29% of total car sales.

This represents an upward revision of the global EV sales share by 1 percentage point from the estimate published in the Global EV Outlook 2026 (GEVO-26) in May 2026, although the overall global growth is similar.



This upward revision reflects strong market momentum in some of the newly emerging electric car markets during the second quarter of 2026, including in Latin America, Australia and New Zealand, India, and, to a lesser extent, Southeast Asia.

Policy support in these markets and in Europe also plays a role. Further global growth is held back by the overall decline in the car market in China; expected 2026 electric car sales have been revised down from the estimate released in GEVO-26, to reach similar sales volumes as in 2025 (13.2



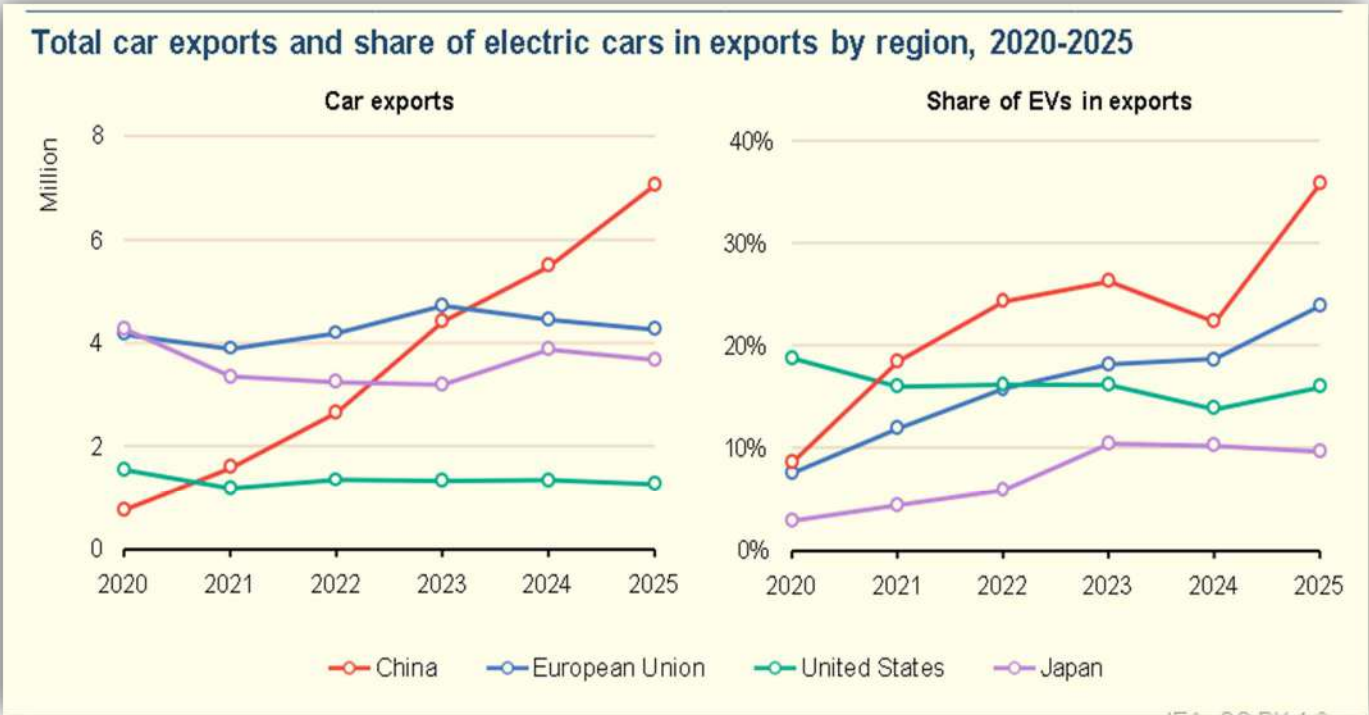
million). Nonetheless, the expectation is for EV sales to represent more than 60% of car sales in China across the full year, a new record.

Car exports from China continue to expand while those from other major producing regions have stagnated

In 2025, the number of cars produced in China reached around 30 million – 10% higher than 2024 and over two-and-a-half times the production levels in 2010. As a result, China’s share of global car production exceeded 35% in 2025, up from less than 20% in 2010.

Meanwhile, the European Union represented less than 15% of global car production in 2025, down from around 23% in 2010. North America, on the other hand, has maintained a similar share of global car production to 2010, at less than 20%.

In 2023, although China produced over twice as many cars as the European Union, car exports were similar. However, after overtaking the European Union to become the world's largest car



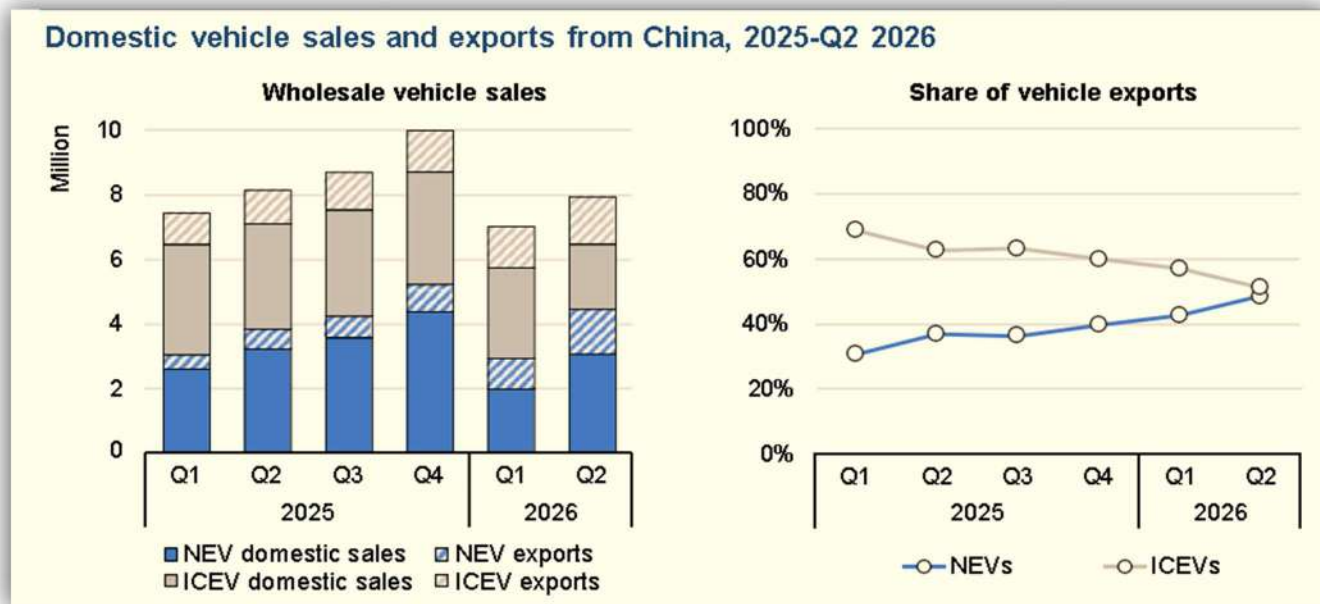
exporter in 2024, China exported over 65% more cars than the European Union the following year. China is the only major car-producing region that has seen significant growth in car exports this decade, as growth in car production (+50%) has exceeded growth in domestic car sales (+25%).

Car exports from China grew 65% over the first half of 2026 compared to the same period the previous year, as OEMs looked to overseas markets to help compensate for lower domestic sales. By the end of June, Chinese car exports had reached over 5 million since the start of 2026, whereas exports during the same period of 2025 were closer to 3 million.



As a result of this growth, car production in China fell only around 6% year-on-year over the first half of the year, despite domestic car sales falling by over 20%. Exports of ICE cars grew more slowly than electric car exports and, as a result, the share of electric cars in China's car exports increased from over 35% in 2025 to over 45% in H1 2026.

Notably, electric car exports from China have grown over 120% over the first six months of 2026, fully compensating for the decrease in domestic electric car sales. Meanwhile, ICE car wholesales



were down roughly 15% during the first half of 2026, as increased exports did not fully compensate for depressed domestic sales.

Exports of electric cars from China have increased faster than sales of those cars, rising more than 120% year-on-year versus just 75% during H1 2026. We estimate that, across the last 18 months, over 1 million electric car exports from China were not yet registered as sales in other countries.

While it can take months for car-carrying vessels from China to reach their destination markets, it is likely that, given the sheer number, there are also inventories of electric cars from China building up in various export markets.

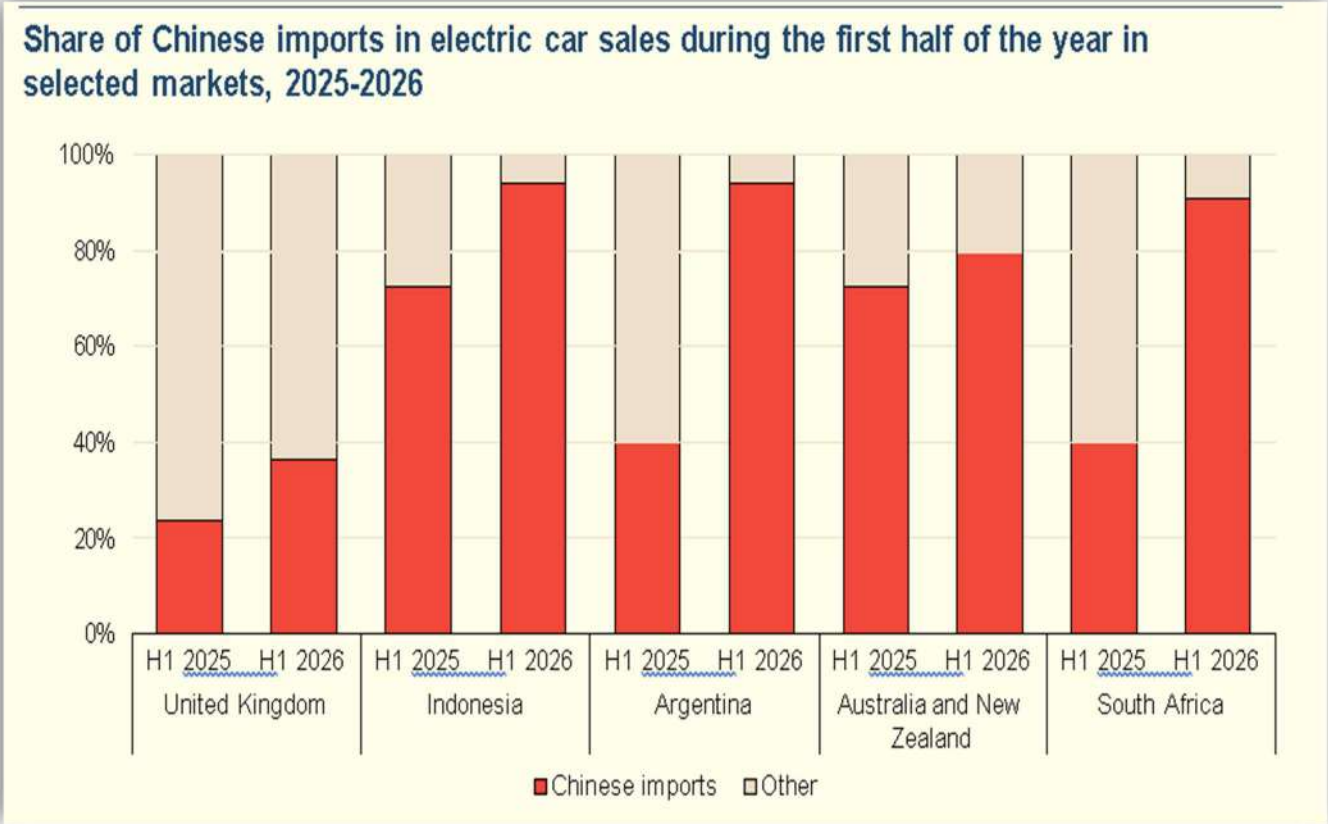


Chinese imports have accounted for a rising share of total electric car sales in several markets over the first half of 2026. While they have held fairly steady in the European Union in H1 2026, at around 20%, Chinese imports have continued to grow in the United Kingdom, particularly driven by increased sales of Chery and BYD models.

Outside of Europe and the United States, electric car imports from China represented 55% of total electric car sales, and in some cases have been driving up sales growth. In South Africa, electric car sales increased around sixfold year-on-year across the first half of this year, and Chinese imports grew to represent 90% of all the new electric cars sold in the country.

Similarly, in Argentina, electric car sales have been accelerating ever since BYD entered the market in 2025. Electric car sales in Argentina reached around 9 000 during the first half of 2026 alone, compared to less than 2 200 across all of 2025, with BYD imports alone representing close to 90% of sales so far this year.

Although the share of Chinese EV imports in Australia and New Zealand has only increased modestly, from 70% to 80% from H1 2025 to H1 2026, Chinese import volumes have grown 140% year-on-year – faster than electric car sales have grown in the region.



The Editor:” Khaled Al Awadi” Your partner in Energy Services

**HAWK ENERGY** LLC
www.hawkenergy.net

Hawk Energy LLC provides the following products & services:

Hawk Energy LLC
Contact Details
P.O Box 121641, Dubai, UAE
T: +971 4 4471660
F: +971 4 4471659
E-mail: info@hawkenergy.net


Oil, Gas & Power


Maintenance Services


Solar Energy

NewBase energy news is produced Twice a week and sponsored by Hawk Energy Service – Dubai, UAE.

For additional free subscriptions, please email us.

About: Khaled Malallah Al Awadi,

Energy Consultant

MS & BS Mechanical Engineering (HON), USA

Emarat member since 1990

ASME member since 1995

Hawk Energy member 2010

www.linkedin.com/in/khaled-al-awadi-38b995b



Mobile: +971504822502

khdmoht@hawkenergy.net or khdmoht@hotmail.com



Khaled Al Awadi is a UAE National with over 30 years of experience in the Oil & Gas sector. Has Mechanical Engineering BSc. & MSc. Degrees from leading U.S. Universities. Currently working as self-leading external Energy consultant for the GCC area via many leading Energy Services companies. Khaled is the Founder of the NewBase Energy news articles issues, Khaled is an international consultant, advisor, ecopreneur and journalist with expertise in Gas & Oil pipeline Networks, waste management, waste-to-energy, renewable energy, environment protection and sustainable development. His geographical areas of focus include Middle East, Africa and Asia. Khaled has successfully accomplished a wide range of projects in the areas of Gas & Oil with extensive works on Gas Pipeline Network Facilities & gas compressor stations. Executed projects in the designing & constructing of gas pipelines, gas metering & regulating stations and in the engineering of gas/oil supply routes.

Has drafted & finalized many contracts/agreements in products sale, transportation, operation & maintenance agreements. Along with many MOUs & JVs for organizations & governments authorities. Currently dealing for biomass energy, biogas, waste-to-energy, recycling and waste management. He has participated in numerous conferences and workshops as chairman, session chair, keynote speaker and panelist.

Khaled is the Editor-in-Chief of NewBase Energy News and is a professional environmental writer with over 1400 popular articles to his credit. He is proactively engaged in creating mass awareness on renewable energy, waste management, plant Automation IA and environmental sustainability in different parts of the

world. Khaled has become a reference for many of the Oil & Gas Conferences and for many Energies program broadcasted internationally, via GCC leading satellite Channels. Khaled can be reached at any time, see contact details above.

NewBase Energy

Senior Editor Eng. Khaled Al Awadi

LinkedIn

Khaled Alawadi
@khdmoht

www.linkedin.com/in/khaled-al-awadi-80201019/



HAWK ENERGY
What's on Energy

NewBase



NewBase for discussion or further details on the news below you may contact us on +971504822502, Dubai, UAE

... not for sale. But open to your support.

Thanks for joining us and reading our NewBase Energy news, as we enter 2024, the NewBase remains emphatically not for sale. But we do need readers to support us – and there are three good reasons why you might choose to do so:-

1. We believe in quality presentations of energy news & professional journalism
2. We are free from political or commercial influence.
3. We're powered by our readers supporting us.

Many people have placed their trust in the NewBase fearless true news since we started publishing over 15 years ago, and today, many people from over 100 countries support our mission.

As 2024 gets underway, please consider supporting us and you can rest assured that you are helping to keep the NewBase Energy independent and open to all

Thanks.