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U.A.E: Adnoc's XRG secures stake in Venezuela's Loran gas licence

-OGN/TradeArabia + NewBase Energy

XRG, the international energy investment company of Abu Dhabi National Oil Company (Adnoc), has entered Venezuela through the award of the offshore Loran licence and the transfer of an interest from PDVSA Gas, expanding its gas and LNG footprint in Latin America.

Subject to regulatory approvals, XRG will hold an equal interest in the licence alongside bp and UCC.



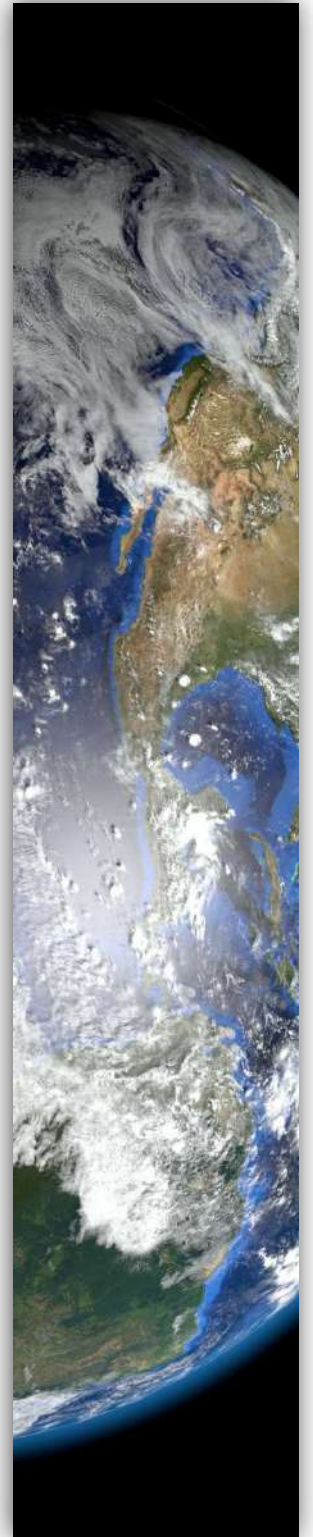
The Loran licence contains more than 4 trillion cubic feet of proven gas resources and forms part of the wider Loran-Manatee offshore gas accumulation, which straddles the maritime boundary between Venezuela and Trinidad and Tobago.

The move marks the second phase of XRG's strategy to build an integrated gas and LNG platform across Latin America and strengthens its position in the Atlantic Basin.

XRG said the investment could benefit from established infrastructure, providing a potential route to market for the gas.

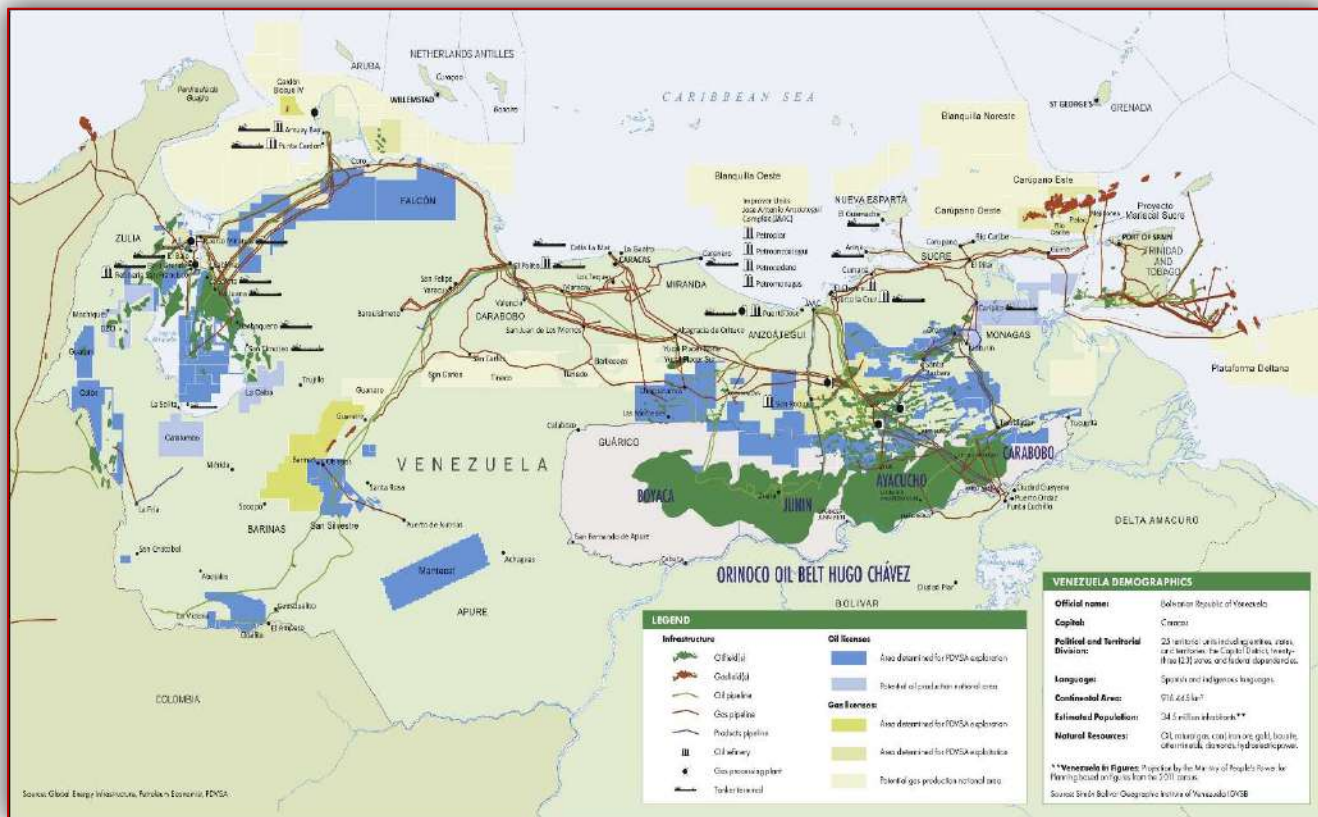
The company said its participation was enabled by cooperation with the Venezuelan government, which helped establish the framework for its involvement in the project.

Loran adds to XRG's growing international portfolio, which includes Rio Grande LNG in the US, Argentina LNG, subject to regulatory approvals, Egypt through Arcius Energy, Azerbaijan's Absheron field and Southern Gas Corridor, Turkmenistan's Offshore Block 1 and Mozambique's Area 4 concession.



XRG said the investments are intended to create an international gas platform linking major resources with infrastructure and global customers across North America, South America, Africa, the Caspian region and the Middle East.

Its participation in Loran remains subject to definitive licence and development agreements, applicable government and regulatory approvals, and compliance with relevant international sanctions and other requirements.



Mohamed Al Aryani, President, International Gas, XRG, said: “Venezuela holds significant gas resources and has the potential to play a greater role in meeting regional and international energy demand.

Our entry through Loran reflects XRG’s strategy to invest with partners in advantaged resources with access to established infrastructure and clear routes to market.

By connecting Venezuelan gas with established infrastructure, we aim to support the responsible development of these resources, strengthen regional energy integration and create long-term value for Venezuela, our partners and local communities.”

Deal Structure and Partnership Breakdown

According to the official announcement by XRG, the offshore asset will be developed under a consortium model:

- **Equal Working Interest:** XRG will hold a **33.33% equal stake** in the license alongside multinational energy giant **bp** and Qatar-based **UCC Holding (UCC Oil & Gas)**.
- **Project Operator:** **bp** will serve as the technical operator for the Loran Phase 2 development.
- **Resource Volume:** The Loran license grants rights to produce up to **4 trillion cubic feet (Tcf)** of proven, recoverable natural gas resources.

📍 Asset Overview and Regional Significance

The Loran field is located within Venezuela's **Plataforma Deltana area**. It forms the Venezuelan portion of the massive, unified **Loran-Manatee gas accumulation**, an offshore reservoir that straddles the maritime border between Venezuela and Trinidad and Tobago.

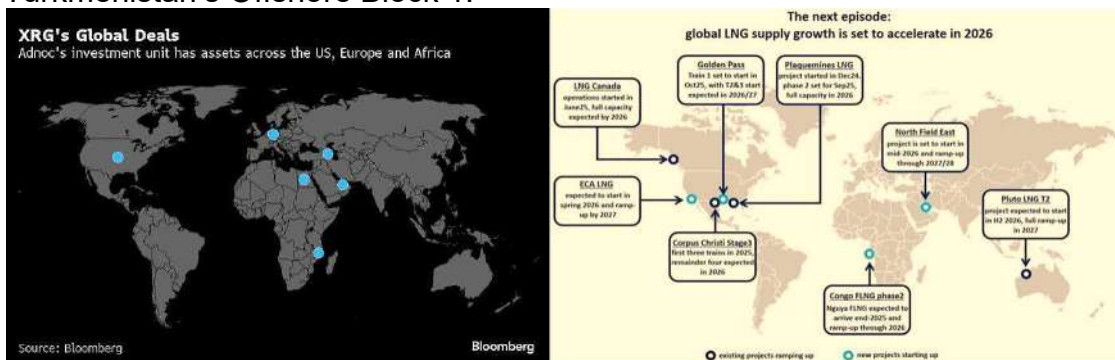


As reported by Zawya and Energy Connects, the venture benefits from proximity to established regional processing infrastructure, offering an immediate and commercially viable route to international markets.

🌐 XRG's Growing Global Footprint

This Venezuelan entry complements a rapidly growing international portfolio for ADNOC's investment arm. Beyond Latin America, XRG's global gas and LNG platform includes:

- **North America:** An equity stake in Rio Grande LNG in the United States.
- **South America:** The Argentina LNG project, which is advancing through regulatory channels.
- **Africa:** Interests in Egypt (via Arcius Energy) and the Area 4 concession in Mozambique.
- **Caspian & Middle East:** Stakes in Azerbaijan's Absheron field, the Southern Gas Corridor, and Turkmenistan's Offshore Block 1.



UAE Masdar, ScottishPower mark major engineering milestone at \$5.4bn UK windfarm

TradeArabia News Service + Masdar + NewBase

Abu Dhabi Future Energy Company (Masdar) and Scottish Power Renewables have completed a major construction milestone at the £4 billion (\$5.4 billion) East Anglia THREE offshore wind farm, with all 95 foundations now installed off the Suffolk coast.

Weighing in at 1,200-1,800 tonnes, standing 67-84 m tall and with a diameter of up to 10.6m, the monopiles are the largest to be installed from a jack-up vessel in Europe. The installation of all 95 transition pieces – 20m in height, 8m in diameter and weighing more than 400 tonnes – has also been completed.



With turbine installation already under way, offshore and onshore construction will continue at pace over the coming months, clearing the way for East Anglia THREE to become fully operational by the end of 2026, delivering 1.4GW of home-grown clean power to the UK.

Husain Al Meer, Executive Director, Global Offshore Wind and UK at Masdar, said: "The completion of foundation installation at East Anglia THREE is a significant milestone and a remarkable engineering achievement. It reflects the strength of our partnership with ScottishPower and the expertise of the project team and contractors, particularly Seaway7, who are working together to deliver one of the UK's largest offshore wind farms."

"East Anglia THREE is Masdar's first 50:50 offshore wind joint venture in the UK and forms an important part of our long-term commitment to the UK offshore wind industry. With electricity demand accelerating, offshore wind will be essential to delivering affordable, home-grown power at scale," he noted.

Once operational, East Anglia THREE will provide 1.4GW of clean energy, helping to meet rising demand and strengthen the UK’s energy security, he added.

Charlie Jordan, ScottishPower Renewables CEO, said: "East Anglia THREE is our biggest windfarm ever and the completion of the foundation installation is a true engineering triumph. You only have to look at the numbers – more than 200,000 tonnes of steel anchored spot on into a seabed area the size of almost 43,000 football pitches – to get a sense of what we’ve achieved so far. It’s mind-blowing."

“And there’s more to come as the installation of the 95 turbines, with huge 115-m blades – the biggest built and used here in the UK - crosses the halfway mark and we move ever closer to bringing the windfarm’s 1.4GW of clean energy to life,” noted Jordan.



"ScottishPower Renewables and Masdar are not just powering millions of homes with homegrown renewable electricity, we’re energising a cleaner, greener and more prosperous future for us all with almost £2 billion invested in the domestic supply chain, thousands of jobs supported during construction and around 100 jobs delivered during the windfarm’s lifetime. That’s not just delivering a positive impact; it’s creating a powerful legacy," he added.

Lloyd Duthie, CEO Seaway7, said, “We are proud to have supported ScottishPower Renewables and Masdar in reaching this important milestone for East Anglia THREE. The completion of the foundation installation campaign reflects the strength of collaboration and demonstrates what can be achieved when experienced teams work together with a shared commitment to delivering the energy transition.

“With the foundations now in place, Seaway7 continues to progress the installation of inter-array cables to bring East Anglia THREE another step closer to delivering clean, reliable power to more than one million UK homes,” he added.

UAE: Abu Dhabi Wealth Fund L'imad's to acquire 100% of AD Ports Group [Gulf News + NewBase](#)

Abu Dhabi wealth fund L'imad Holding is offering to buy out minority shareholders in the city's port operator valuing the firm at 31.8 billion dirhams (\$8.66 billion), potentially bolstering the emirate's efforts to build out infrastructure that could help it bypass the Strait of Hormuz.

L'imad plans to make a cash offer for the shares in Abu Dhabi Ports Co. it doesn't already own at 6.25 dirhams apiece, a 23% premium to the stock's last closing price.

The shares rose by the daily limit of 15% to 5.86 dirhams on Monday after the offer was announced. The wealth fund — chaired by Crown Prince Sheikh Khaled bin Mohamed — already owns more than 75% of the company through its subsidiary ADQ.



L'IMAD, a sovereign investor of the Government of Abu Dhabi, has announced its intention to make a voluntary conditional cash offer to acquire up to 100% of the issued and paid-up share capital of AD Ports Group.

The proposed transaction will be made through L'IMAD's wholly owned subsidiary Abu Dhabi Developmental Holding Company, ADQ, which already owns 75.42% of AD Ports Group. The offer will cover AD Ports Group shares that are not already held by ADQ, potentially taking L'IMAD's ownership through ADQ to

100% if the offer is completed for all remaining shares.

Dh6.25 per share offer

L'IMAD has set the proposed cash offer price at Dh6.25 per share, representing a 23% premium to AD Ports Group's last closing share price of Dh5.10.

The price is also 25% above the company's one-month volume weighted average price of Dh5.02 and 31% above its three-month VWAP of Dh4.76.

Compared with the Dh3.20 per-share subscription price before AD Ports Group listed on the Abu Dhabi Securities Exchange in February 2022, the proposed offer represents a premium of 95%.

Offer subject to approvals

L'IMAD announced its intention to make the offer on the Abu Dhabi Securities Exchange on Monday, August 17.

The transaction remains subject to regulatory approvals, while the full terms and conditions and the offer timetable will be set out in an offer document to be published by AD Ports Group in due course.

Saudis Offer to Sell Oil Near Oman, a Possible Sign They're Sailing Dark Through Hormuz

Bloomberg + NewBase Energy

Saudi Arabia is offering to sell oil from off the coast of Oman, a sign that the kingdom may be following the United Arab Emirates in shuttling more barrels through the Strait of Hormuz.

State oil company Saudi Aramco is offering cargoes on a so-called ship-to-ship basis from locations including Sohar in the Gulf of Oman, people familiar with the matter said, asking not to be identified because the information isn't public. The cargoes in question are Arab Medium and Arab Heavy, something that mean it's highly likely the barrels came from inside the Arabian Gulf.

Middle Eastern oil producers have been pressing ahead with shuttling large volumes of crude out of the Arabian Gulf, helping keep a lid on oil prices and assuaging fears of an energy-driven inflation spike.



The kingdom's ability to divert exports to its Red Sea port of Yanbu made it less reliant on the waterway and slower to boost the amount it has shuttled through. Over the past several weeks, even those diverted Red Sea flows have also come under threat after Yemen's Houthi militants declared a maritime blockade on Saudi Arabia.

There have been recent signs of a pickup in cargo activity from Saudi Arabia's facilities inside the Arabian Gulf. According to satellite imagery, vessels with at least nine million barrels of transport capacity have loaded at or near the country's giant Ras Tanura export installations over the past week.

Saudi Arabia has also amassed a large cluster of oil supertankers just outside the Arabian Gulf. Saudi Aramco CEO Amin Nasser said in March that the pipeline sending barrels to Yanbu was primarily carrying Arab Light and Extra Light.

The nation's offshore fields, which are largely inside the Arabian Gulf, are made up of the country's medium and heavy supplies, he said at the time.

Oman: Tanker salvage and oil spill clean-up hampered by weather and technical challenges

[NewBase Energy + Reuters](#)

CAIRO, Aug 17 (Reuters) - Weather conditions and operational challenges were hampering salvage efforts for a grounded tanker that was leaking Russian crude oil in a protected marine area off Oman's coast, the sultanate's state news agency reported on Monday.

Oman has been coordinating the salvage operation with risk-management company Ambrey as part of efforts to contain environmental damage from a spill that some estimates put at 2,000 sq km. The government's environment agency gave an official estimate of 400 sq km on August 10 but has yet to issue an update.



Aerial view of oil spilling from the oil tanker Caroline Bezengi into the water, off Al-Qibliyyah island, Hallaniyat Group Of Islands, Oman, August 13, 2026, in this still image taken from a handout

The spill from the Caroline Bezengi tanker — apparently the result of an unexplained attack on the vessel in June — has spread around a nature reserve and hit Oman's coastline on Wednesday.

Mohammed bin Abdullah al-Rawahi, director general of maritime affairs at Oman's Ministry of Transport, Communications and Information Technology, said that difficulties emerged from the monsoon in the area and the shallow and rocky nature of the site where the vessel ran aground, the news agency reported.

The conditions put salvage vessels and equipment under "operational and navigational risks", he was quoted as saying. The operation is further complicated by the damage to the vessel, with a large area flooded on one side, he added.

The vessel, which was carrying an estimated 800,000 barrels of Russian oil and was under international sanctions, ran aground on June 30 near an Omani marine nature reserve that is home to wildlife including humpback whales and Socotra cormorants.

The *Caroline Bezengi* loaded at Russia's Black Sea port of Novorossiysk in April and passed through the Suez Canal at the end of May, ship-tracking data shows.

Built in 2001, it is part of Russia's so-called shadow fleet of older oil tankers, which lack Western insurance cover and sail under the flags of various nations to obscure their true ownership.

The ship is subject to sanctions imposed by the European Union, Ukraine, the UK, Canada and Switzerland.

The oil spill from the grounded Russian shadow-fleet tanker, the **Caroline Bezengi**, is causing widespread **ecological damage to a newly created marine reserve** and triggering **severe financial liabilities due to a lack of credible insurance**. The vessel, which ran aground near Oman's Hallaniyat Islands after an explosion in June, is leaking up to one million barrels of sanctioned crude oil into the Arabian Sea.

Environmental Impacts

The spill is unfolding in a highly sensitive, protected ecosystem during the harsh "Khareef" monsoon season, which is actively driving the oil toward the mainland.

- **Contaminated Coastlines:** The oil slick covers between 390 square kilometers (according to Oman's Environment Authority) and 600 square kilometers (according to Greenpeace). It has already fouled up to 25 miles of mainland beaches around Ras Madrakah.
- **Threats to Endangered Wildlife:** The slick directly surrounds Jazirat al Qibliyah, an island reserve harboring the critically endangered Hawksbill turtle, the endangered Arabian Sea humpback whale, and the vulnerable Socotra cormorant.
- **Ecosystem Smothering:** Heavy crude risks coating delicate coral reefs and destroying shallow seagrass beds, which form the foundational base of the regional marine food web.
- **Low Recovery Rates:** Environmental experts note that even rapid open-ocean spill responses typically retrieve only about 20% of the oil once it hits the water.

Financial Impacts

The economic fallout is intensified by the murky legal and operational status of the vessel itself.

- **Uninsured Cleanup Costs:** As part of Russia's aging "shadow fleet," the *Caroline Bezengi* operates under opaque ownership structures and carries little to no credible international insurance. This leaves massive questions regarding who will ultimately foot the bill for the environmental remediation.
- **Expensive Salvage Operations:** The UK-based maritime risk firm Ambrey has been hired to stabilize and salvage the increasingly submerged ship under extreme weather conditions, which will incur immense technical costs.
- **Historical Benchmarks:** For context, smaller historical spills like the 1989 Exxon Valdez cost roughly \$5.8 billion in today's dollars to clean up, signaling the potential multi-billion-dollar scale of a total cargo breach.
- **Local Economic Risk:** While Omani authorities state that water desalination plants and tourist facilities are currently unaffected, a worsening spill threatens long-term damage to regional fishing industries

US diesel crack (refining margin) surpasses \$100 a barrel

Reuters + NewBase Energy

The U.S. diesel crack, a key measure of refining profitability, hit an all-time high of \$102.20 a barrel on Monday as global supply disruptions from the wars in Iran and Ukraine run into peak agricultural consumption season.

Measured as the premium of U.S. diesel futures over U.S. West Texas Intermediate crude oil futures, the U.S. diesel crack was trading at \$99.82 a barrel, up 2.4% from Friday, as of 11:56 a.m. ET. The crack has hit new intraday record highs in five of the last six sessions, reflecting growing concerns about fuel availability as fresh attacks on Middle Eastern refineries added to existing supply disruptions.

- ***US diesel crack hit record high in five of last six sessions***
- ***Diesel supplies under pressure from wars in Iran and Ukraine***
- ***Fresh attacks on Middle East refineries sparked diesel rally***
- ***US threats against Chinese imports of Iranian oil could make matters worse***



Oil tankers outside the Port of Long Beach, California, U.S. July 17, 2026. REUTERS/Mario Anzuoni Purchase Licensing Rights, opens new tab

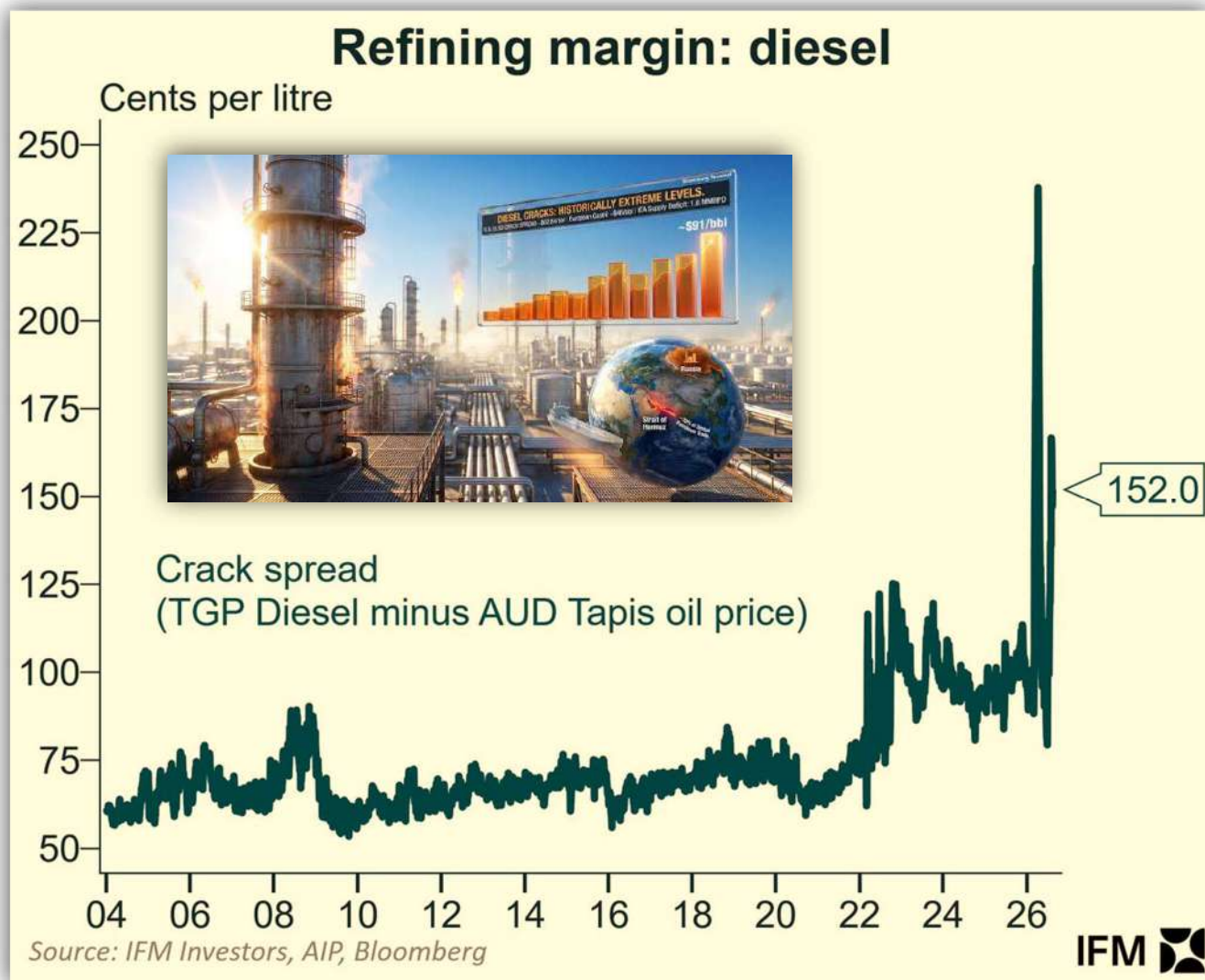
Global refinery crude throughput averaged 80.9 million barrels per day in July, down about 5 million bpd from a year ago, the International Energy Agency said in a monthly report last week.

The most immediate hit from surging diesel cracks is to farmers who need the fuel to power tractors, harvesters and other equipment, during the ongoing harvest season in the Northern Hemisphere and the planting season in the Southern Hemisphere. Longer-term, it could hit most other sectors of the global economy as the fuel has wide-ranging uses from manufacturing to heavy transportation and power generation in parts of the world.

Global diesel stockpiles have been under immense pressure due to the ongoing wars, with both Russia and the Middle East among key suppliers of the fuel. Middle Eastern exports have been hit

hard by disruptions to shipping through the Strait of Hormuz, while Russia has banned international sales through January due to Ukrainian attacks on its refineries.

U.S. refiners have ramped up diesel production to benefit from record high cracks, but stockpiles are still declining in the country due to strong export demand, said Shohruh Zukhritdinov, chief executive at oil trading firm NitroOil.



U.S. distillate fuel inventories, which include diesel and heating oil, stood at 107.1 million barrels as of August 7, the lowest for this time of year since 1996, data from the Energy Information Administration showed last week.

"The U.S. is producing more diesel, not less, and yet the crack is still above \$100. That tells you this is not a refinery incentive problem anymore - it is a refinery capacity and global replacement-barrel problem," Zukhritdinov said.

Diesel markets could come under further strain due to U.S. pressure on Iranian exports and threats of penalties on China for buying Iranian crude oil, said Scott Shelton, energy specialist at TP ICAP.

"The U.S.'s new policy could make it even harder for (China) to keep refinery run rates where they are and could make the diesel crisis worse," Shelton said in a note to clients. China's July crude oil throughput was down nearly 16% from a year ago, data from the National Bureau of Statistics showed on Monday.



Oil price special coverage



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Oil climbs as fading US-Iran peace hopes raise supply risks

Reuters + NewBase Energy

Oil prices rose on Tuesday as prospects receded for a deal to end the Middle East war, with Iran saying it would adopt a more offensive stance and the United States ruling out extension of a ceasefire deal, heightening worries about energy supply.

Iran will shift to a "fully offensive" military posture as efforts have stalled towards a permanent end to the war, a senior Iranian official told Reuters on Monday, as Washington ruled out extending their temporary ceasefire pact.

Brent crude futures climbed 62 cents, or 0.7%, to \$91.49 a barrel by 0408 GMT, after rising on Monday to their highest since July 30.

U.S. West Texas Intermediate crude futures were up 75 cents at \$85.25 a barrel, but off an earlier session gain of more than 1% to reach \$85.37, their highest since July 31.



Outward progress on peace talks and resumption of oil tanker traffic through the strategic Strait of Hormuz has halted, threatening to extend the conflict the United States and Israel launched with attacks on Iran on February 28.

"Oil has jumped to start the week as U.S.-Iran relations look increasingly shaky," said Tim Waterer, chief market analyst at KCM. "A deal to reopen the Strait of Hormuz still does not appear to be in sight, and shipping numbers remain at a trickle."

A projectile struck a vessel transiting out of the Strait of Hormuz on Tuesday in the latest of the attacks that have kept crossings to the single digits, despite a slight rise from the weekend, tracking data showed.

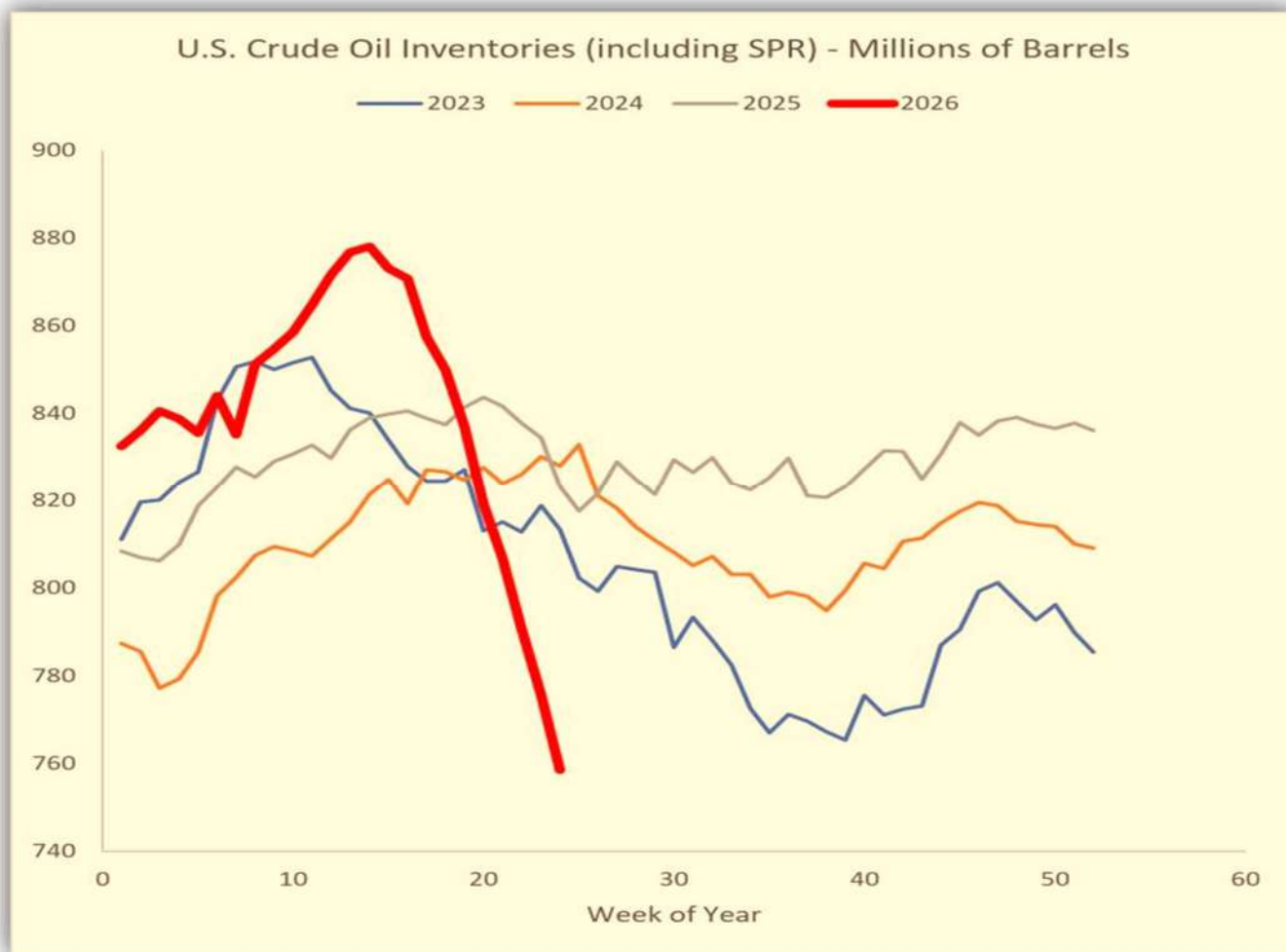
Yemen's Houthis launched missiles in an attack on vessels they described as a Saudi military ship and four escorts in the Red Sea, their military spokesperson, Yahya Saree, said on the Telegram messaging app.

"The lack of any kind of deal will have an impact on oil price expectations further out in 4Q and even in 2027," said DBS Bank's head of energy research Suvro Sarkar.

While the deal-related uncertainty lasts, he expected oil prices to range within \$80 and \$100 a barrel in the near term.

Iran has separately been negotiating with Oman an agreement on managing the Strait of Hormuz and says they are close to a deal. But Trump responded to those talks with a threat to bomb the Gulf state, a longstanding U.S. security partner.

U.S. crude oil stockpiles were expected to have fallen last week alongside product inventories, a preliminary Reuters poll showed on Monday.





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



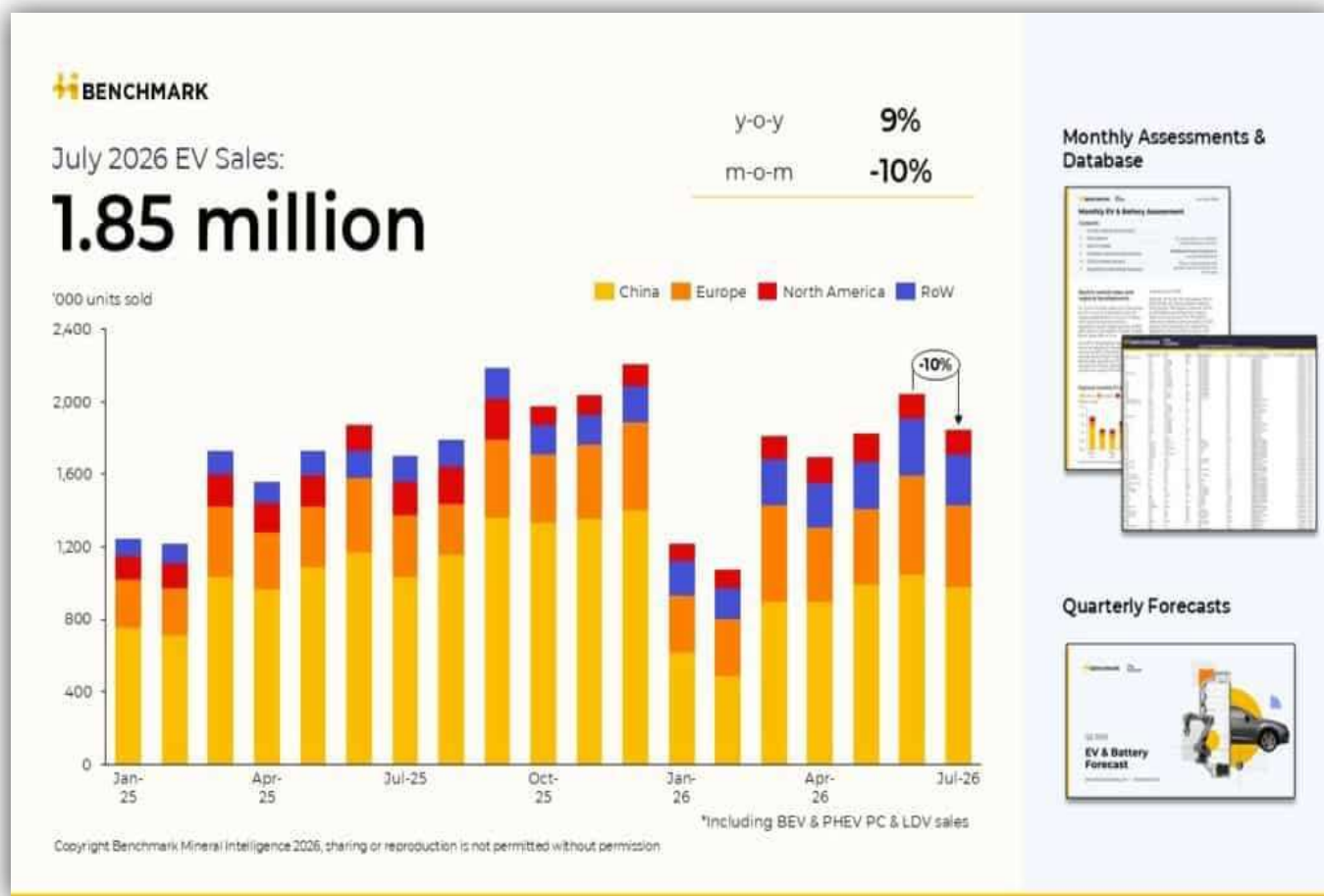


Global electric vehicle demand rises 9%

[\(WAM\)](#) + [Global News Agencies](#) + [NewBase](#)

Global demand for electric vehicles rose for the fifth consecutive month in July, supported by strong growth in Europe despite declining sales in China and North America.

According to data from consultancy Benchmark Mineral Intelligence released on Wednesday, sales of battery electric vehicles and plug-in hybrid vehicles increased by nine percent year-on-year to 1.85 million units in July, bringing total sales since the beginning of the year to 11.5 million vehicles.



The figures point to a growing divergence among the world's major electric vehicle markets, as government incentives continue to support demand in Europe while the withdrawal of federal tax credits has weighed on sales in the United States. At the same time, Chinese automakers are increasingly turning to international markets to sustain growth as domestic demand weakens.

Europe remained the strongest-performing major market in July. Electric vehicle sales across the region jumped 33 percent to 450,000 units, while sales for the first seven months of the year were up 28 percent compared with the same period last year.

Several of Europe's largest automotive markets recorded particularly strong growth. Electric vehicle sales in France surged 81 percent in July, while Germany posted a 46 percent increase and Britain

recorded growth of 43 percent. Continued government support and incentives have helped strengthen consumer demand for electric vehicles across the region.

China, by contrast, recorded a 5 percent decline in electric vehicle sales to 980,000 units in July. The slowdown in the world's largest electric vehicle market has prompted Chinese manufacturers to place greater emphasis on exports as they seek new sources of growth.

North America experienced an even sharper decline. Electric vehicle sales in the region fell 27 percent to 140,000 units in July, following the expiration of federal electric vehicle tax credits in the United States. The removal of the incentives has contributed to weaker consumer demand and increased uncertainty in the US electric vehicle market.



Despite the declines in China and North America, continued expansion in Europe helped global electric vehicle demand maintain its upward trend for a fifth consecutive month. The contrasting regional performance highlights how government policies, consumer incentives and manufacturers' export strategies are increasingly shaping the global transition to electric mobility.

The figures highlight the widening divergence among major electric vehicle markets, with subsidies supporting demand in Europe, while the US market has been affected by the removal of federal tax credits for electric vehicles. Chinese carmakers, meanwhile, are increasingly relying on exports to drive growth.

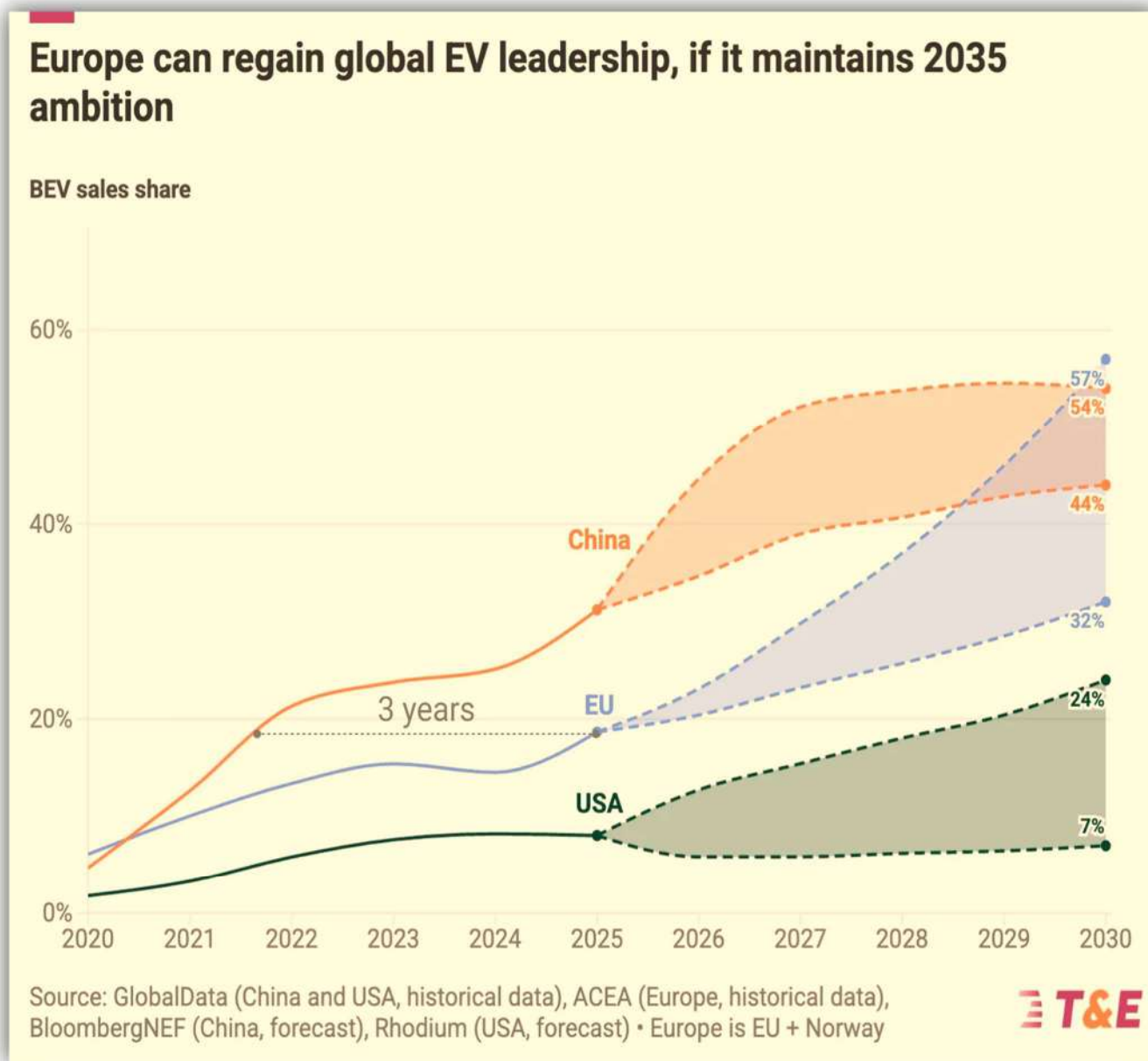
Sales in Europe rose by 33 percent to 450,000 units, bringing growth since the beginning of the year to 28 percent. France, Germany and Britain recorded electric vehicle sales growth of 81 percent, 46 percent and 43 percent, respectively, in July.

Meanwhile, sales in China fell by five percent to 980,000 vehicles, while sales in North America declined by 27 percent to 140,000 following the expiry of electric vehicle tax credits in the United States.

If Europe maintains its ambition on electric car uptake, it can close the gap with China before 2030 and radically reduce oil use in transport, new research from T&E shows. In 2020, the EU and China

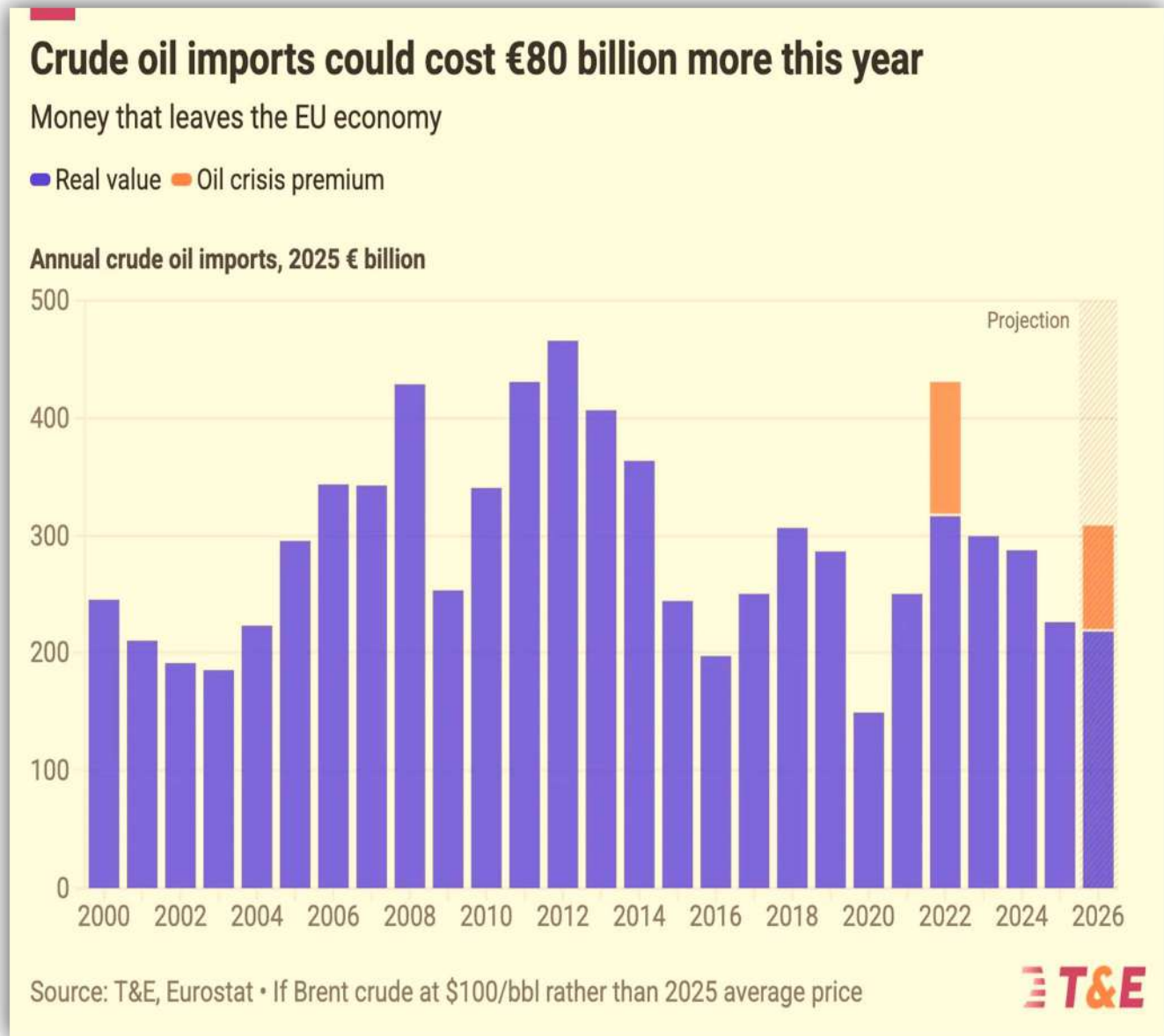
were level on EV sales share but weak European car CO2 standards after 2022 saw China pull ahead. Thanks to stronger targets in 2025 the EU finds itself only three years behind, the analysis shows. With seven out of 10 EVs sold in Europe being made in Europe, a speedier transition can ensure that Europe's auto industry stays in business.

As Europe reels from yet another energy shock, oil prices of well over US\$100 per barrel have caused price hikes for Europe's motorists. T&E's new State of European Transport report shows that with the right policies, Europe can reclaim the lead in one of the most critical clean technologies of the 21st century, and rapidly reduce its dependence on imported oil. Europe's 8 million electric cars cut around 46 million barrels of oil in 2025.



William Todts, Executive Director of T&E, said: "EVs are the super-lever for ending Europe's dependence on imported oil. The industry narrative that we are too far behind China and that we must weaken the car CO2 regulation to help them compete, is fundamentally wrong. The regulation is not the problem. It is what keeps Europe in the race to be global leaders on battery electric cars. We need to accelerate, not capitulate."

The State of European Transport shows that carbon emission reductions from transport have plateaued. Countries with high EV sales like Denmark and the Netherlands are seeing strong cuts in vehicle carbon pollution. But this is offset by emissions growth in countries like Spain where EV sales remain far too low. Slow uptake of EVs prolongs Europe's oil dependence.



China is going full speed ahead on cleantech and electrification, with Chinese companies making 60% of electric cars sold around the world, while its battery production is 20 times that of Europe. At the same time, Europe's battery industry is transforming, with European and Chinese companies joining existing South Korean companies to boost battery production in the EU. The right policies and financing can release Europe's enormous potential to grow its battery industry.

Todts concluded, "The State of European Transport sends a stark message. Europe's Green Deal is a roadmap for the cleantech economy of the future, and the blueprint to enhance European security by reducing dependence on oil imports. Yet, it is being attacked by Europe's automakers who are more concerned with short-term profits than long-term security and sustainability. The EU must resist pressure to further weaken regulation."



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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.



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