

# Energy Transition Dialogues

## DAILY BULLETIN



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### TOP 10 DAILY NEWS DIGEST

- DEWA SURGES 15.7% ON MARKET DEBUT
- NAVIGATING COMPLEXITIES OF SUSTAINABILITY IN FOOD SECTOR
- HYDROGEN: A HOT COMMODITY LACKING SUFFICIENT STATISTICS
- CAN THE RIGHT CLOUD PROVIDER ADDRESS SUSTAINABILITY PROBLEM?
- DUTCH SOLAR FOIL TO TURN AUSTRALIA INTO MAJOR HYDROGEN EXPORTER
- US INSURANCE COMPANIES REQUIRED TO REPORT CLIMATE-RELATED RISKS
- HOW TO CHANGE EU ETS SO THAT IT SUPPORTS THE ENERGY TRANSITION?
- CANADA'S CPP INVESTMENTS BETS BIG ON TRANSITION TO CLEAN ENERGY
- SHOULD MIDDLE EAST CLIMATE CHANGE BE TACKLED WITH NUCLEAR ENERGY?
- MORE THAN 100GW OF HYDROGEN ELECTROLYSERS TO BE PRODUCED BY 2031

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### HYDROGEN FULL COURT PRESS

## Alex Zapantis

General Manager - Commercial  
Global CCS Institute

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### VIEWS YOU CAN USE



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### Robin Mills

Chief Executive Officer  
Qamar Energy



### Middle East Grows as a Key Focus for Hydrogen

The global low-carbon hydrogen business needs \$600 billion of investment by 2050 to raise output to 223 million tonnes annually from less than 1 million tonnes per year today. The Middle East will be a key centre for the emerging industry. Spanish oil and gas company Cepsa, majority-owned by Mubadala, is discussing a green hydrogen partnership with Adnoc, with the carrot of market access in Spain.

India sees green hydrogen as a key, secure, clean future fuel. It could have among the world's most competitive production costs, with Reliance Industries, Adani Group, Indian Oil and other big corporate players working on projects. But the country first needs to meet its renewable electricity demand before having a surplus to make hydrogen. International Holding Company of Abu Dhabi will invest \$2 billion in three of Adani's green businesses.

Carbon capture, including direct removal of carbon dioxide from the air, is another essential part of net-zero, but needs a scale-up in investment. Emirates Global Aluminium and Saudi state mining corporation Ma'aden have agreed to co-operate on low-carbon production of the metal. And Rolls-Royce hopes to build small modular nuclear reactors in the UK by 2029, providing reliable and cost-effective electricity.

But crypto platforms intended to market carbon offsets face scepticism on the reliability of their underlying asset. Texan bitcoin miners propose to use flared (wasted) gas to mine the cryptocurrency, and are looking for tax incentives, but again it is doubtful whether this is really a productive and climate-friendly activity. ■

(Source: The National)

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### INSIGHTS

## Two Trains, One Transition



**Bill Spindle**  
Council on Foreign Relations  
International Affairs Fellow, India

**A** ride on Darjeeling's coal-fired train and a visit to India's main electric locomotive factory illustrate the transition. Now it needs to make tracks in a hurry.

The brutal war in Ukraine and its reverberations across Europe are a long way from where my recent travels have taken me: the hills of Darjeeling, their slopes steeped in tea and nostalgia for the long-gone British Empire, and the fertile plain that spreads out between the city of Kolkata and the Himalayan foothills.

Yet my encounters with two trains, one in each place, resonated with the thorny energy dilemmas the world faces in responding to Russian aggression. Namely, how do economies, systems and societies transition from one energy source (say, imported coal and natural gas) to others (like domestically available solar, wind and nuclear power) in a damned hurry?

We've spent three posts looking at the impact of global warming on one of the world's most vulnerable locales, the Sundarbans tidal estuary (read those here, here and here). Future posts will dig deeper into how other places in India are adapting and why adaptation is critical. But in this post I want to return to solutions — how to cut greenhouse gas emissions — echoing an urgent, massive report recently released by the leading global body on climate change.

The first train encounter took me back in time to India's coal-fired, colonial past on a steam locomotive through the storied hills of Darjeeling. The second transported



me forward toward modern India's decarbonized future: riding (even a short stint driving!) an electric locomotive of the sort that increasingly dominates India's rail network.

And what a rail network it is!

This post also serves to introduce the Indian Railways, one of the world's most remarkable institutions. The railway figures prominently in my journey from here on out. It's how I am making my way around the subcontinent, and it occupies an important role in India's transition from coal to clean electricity. It's an institution that touches almost every part of India and virtually every Indian in some way.

Among the oldest railroads in the world — and the first in Asia — Indian Railways transports more people, more places than any railway outside of China. Daily, that's 23 million riders, along with 3 million tons of freight. It's

like moving all of Australia every 24 hours. Wholly owned by the government, Indian Railways operates 40,300 miles of tracks, enough to go around the earth and then some. It's one of the world's largest employers, with 1.5 million workers. Its lines reach nearly every corner of the country, piercing jungles, scaling mountains, tracing coastlines, sprawling across dense cities and traversing fertile rural plains. Passengers are from all walks, migrant laborers traveling to and returning home from far away jobs, bureaucrats making their daily commute, farmers toting produce to city bazaars, inspectors bound for rural villages, soldiers commissioned to far-flung posts and the pious on the country's never-ending pilgrimage circuit. Railway freight is the lifeblood of the economy: grains and lentils, kernels and bulbs, clothes and textiles, appliances, cement, chemicals, cars, coal.

[FULL ARTICLE HERE](#)

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