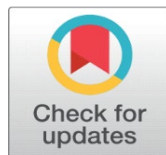
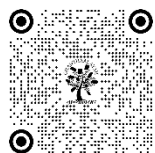


INDIA MIDDLE EAST EUROPE ECONOMIC CORRIDOR: A STRATEGIC STUDY

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DOI

[10.29121/shodhkosh.v5.i6.2024.3661](https://doi.org/10.29121/shodhkosh.v5.i6.2024.3661)

Funding: This research received no specific grant from any funding agency in the public, commercial, or not-for-profit sectors.

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ABSTRACT

India Middle East Economic Corridor was a project to counter China's BRI and strengthening the India Middle East, Europe's collaboration in the sector of Economic, Energy, Infrastructure and politics', security etc. Sept, 2023 in New Delhi G20 summit members US, India, UAE, Saudi Arabia, Italy, Germany, EU signed an Auxiliary Memorandum of Understanding to develop this project. A key component of the IMEC is the development of integrated infrastructure, including ports, railways, and highways, which would significantly reduce trade costs and time. This initiative is poised to play a central role in India's growing economic influence in the region while supporting Middle Eastern countries' efforts to diversify their economies away from oil dependency. In this research paper we investigate the strategic importance of IMEC and Challenges to complete this project. Also this study highlights how this corridor not only diversifies energy sources and routes but also reconfigures geopolitical alliances and economic dependencies in Asia and beyond.

Keywords: IMEC, BRI, Collaboration, Economic, Corridor



1. INTRODUCTION

India Middle East Europe Economic Corridor (IMEC) project was signed G20 Summit New Delhi September, 2023. Which boost-up significance geopolitical economic advantage for India and Middle East also Europe. Moreover, it serves as a strategy counter balance to China's Belt and Road Initiative (BRI), introducing a new dimension to global economic competition and collaboration. IMEC project countries include India, USA, Saudi Arabia, Italy, Germany, and the European Commission. The Israeli Port Haifa is integral to the proposed corridor, but the growing fall out of the un presented terror attacked carried out by Hamas in Israel on 7 October 2023 has tramp orally cast as shadow over the ambitious plan.

The project aims to faster connectivity along the **Spice-Rout** from India through the Gulf and on the Europe- a network that operate from antiquate until it was disputed by the British partition of India in 1947. The initial memorandum envisions the construction of rail lines spanning Gulf and Arabian Sea port to the Meditation port of Haifa in Israeli. Parallel to that land link, IMEC will comprise Sea lands between India and the Gulf and crossed the Mediterranean but this 21st Century trade route will also feature under sea internet cable and pipe lines to transport electivity and hydrogen to Europe and India, produced using renewable source in Arabian Peninsula.

Enthusiasm for the plan, former US President Jo Biden, who described the singeing of the memorandum of understanding to established the Corridor as a "Real big deal", on that would include the transport, data, renewable electricity grids and clean hydrogen pipeline. The proposal emerge from the womb of the 2020 Abraham Accords and the I2-U2 grouping, which added India to the US-Israel-UAE grouping in October 2021. The first virtual summit of the I2-U2 IN July 2020

suggested that its focus areas could include strategic transport links. Saudi Arabia was crucial for the project, and it was board in to the equation just as US lead efforts to drive a possible establishment of diplomatic ties between Riyadh and Tel Aviv were grading momentum. This elements were at play when the national security advisor of India, the US, UAE, Saudi Arabia in Riyadh, May 2023. Israel was an early and enthusiastic advocate of the project. With on former Israeli Minister describing the transport link as a “peace train”, that would faster peace and prosperity in this reason.

2. OBJECTIVE

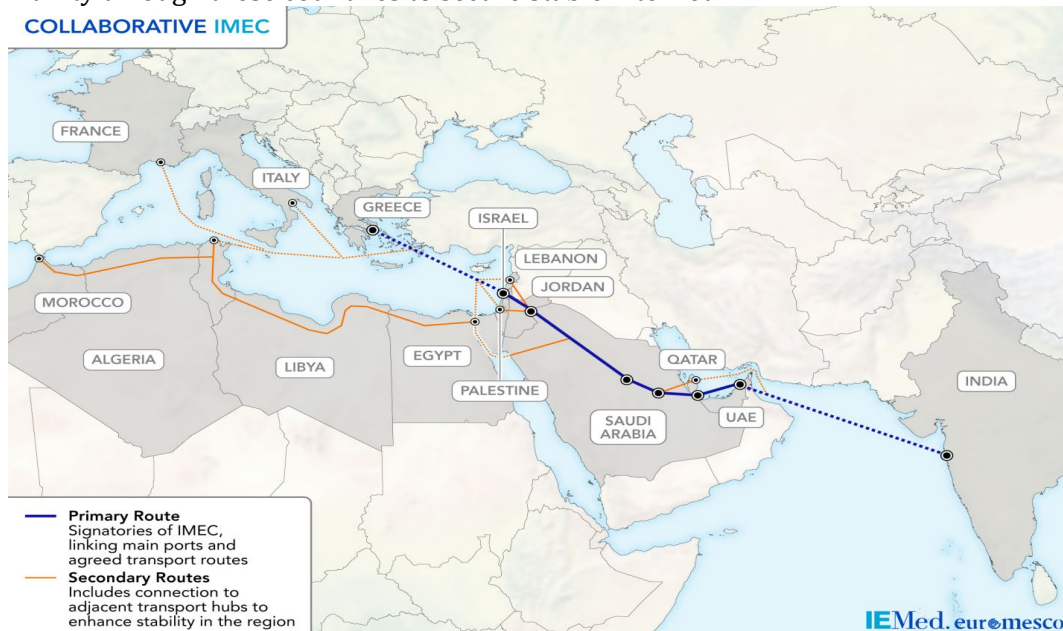
- To assess the strategic significance of the India-Middle East Europe Economic corridor in enhancing regional and global trade, politics and security.
- To discuss the opportunities and challenges presented by the India Middle East Europe Economic Corridor particularly in the context of its role as a counter balance to China’s Belt and Road initiative.
- To increase a comprehensive understanding of the corridor’s probable to improve economic growth, trade, and deal in the region.
- To look at the potential of the India-Middle East Europe Economic Corridor in fostering economic development, cultural exchange and political cooperation among the participating nations

3. METHODOLOGY

This research paper uses a mixed method approach, incorporating descriptive, analytical and explanatory method to examine the significance of India Middle East Europe Economic Corridor. This study provides a comprehensive explanation of IMEC features, strategic importance and challenges. Sources of data’s are collected from Internet, Research papers, Journal etc.

4. IMEC

IMEC is a proposed multimodal transpiration network that aims to connect India with Middle East and Europe. IMEC will connect the East Indian Corridor the Gulf region and Northern Corridor will connect the Gulf region to Europe. This corridor will be connected to ship rail tangible network were India connect from the Middle East rail road than connect to the Israel and then ship tangible again connect the Middle East to the northern Europe basically corridor connected the eight different countries such as India, UAE, Saudi Arabia, Jordan, Israel, Italy, France and Germany. Use of undersea cable the corridor will also link telecommunication and NOG gas. This will allow reliable exegeses to clean energy and will connect community through these countries to secure stable internet.



5. COMPONENTS OF THE INDIA-MIDDLE EAST-EUROPE ECONOMIC CORRIDOR

The India-Middle East-Europe Economic Corridor project will comprise two distinct corridors, namely

EASTERN CORRIDOR

The eastern Corridor of the India-Middle East-Europe Economic Corridor links India with the Arabian Gulf, fostering economic ties and trade between the regions. This corridor features a multimodal transportation arrangement, together with railroads, ship-to-rail networks, and road transport routes. By given that proficient and gainful connectivity, the Eastern Corridor enables the seamless movement of goods, services, and people, driving economic development, job formation, and regional prosperity. This corridor is a game-changer for India's trade with the Gulf region.

THE NORTHERN CORRIDOR

The Northern Corridor of the India-Middle East –Europe Economic Corridor connects the Gulf region to Europe, bridging the Middle East with the European market. This corridor features a wide-ranging transpiration arrangement, as well as railroads, ship-to-rail links, and road networks. By given that a unspoiled and capable connectivity, the Northern Corridor enables the swift movement of goods, services, and people between the Gulf and Europe, economic development, trade, and investment opportunities, and increase provincial ties.

6. PORTS WHICH ARE PART OF THE INDIA-MIDDLE EAST-EUROPE ECONOMIC CORRIDOR (IMEC)

INDIA: Ports in Mundra (Gujarat), Kandla (Gujarat), and Jawaharlal Nehru Port Trust (Navi Mumbai).

MIDDLE EAST: Ports include Fujairah, Jebel Ali, and Abu Dhabi in the UAE, as well as Dammam and Ras Al Khair ports in Saudi Arabia.

RAILWAY LINE: The railway line will link Fujairah port in the UAE to Haifa port in Israel, passing through Saudi Arabia (Ghuwaifat and Haradh) and Jordan.

ISRAEL: The Israeli port involved in this corridor is Haifa.

EUROPE: Ports in Europe that are part of this corridor comprise Piraeus in Greece, Messina in Southern Italy, and Marseille in France

7. STRATEGIC IMPORTANCE OF INDIA MIDDLE- EAST EUROPE ECONOMIC CORRIDOR

The India-Middle East-Europe Corridor (IMEC) aims to promote economic development and sustainability by attractive operate connectivity, exporting hygienic power, and increasing access to dependable and hygienic energy. By unlocking these opportunities, IMEC seeks to support sustainable and comprehensive financial expansion, eventually contributing to a supplementary wealthy and environmentally mindful hope for the province.

The President of the European Commission, Mr. Ursula Von Der Leyen, has underscored the huge probable of the projected India-Middle East-Europe Corridor, importance its ability to transform operate dynamics among the regions. **According to President Von Der Leyen**, the corridor is balanced to defer extensive charge savings, predictable at an extraordinary 40% more than accessible transportation networks. This significant reduction in transportation costs would not only increase the aggressive of provincial financial side but also motivate trade volumes, encouragement profitable economic growth and collaboration between participating nations. By as long as additional well-organized and gainful transportation connection, the corridor would also assist to make more proficient logistics, decrease journey period, and raise the dependability of contribute chains, in due course bolstering the regions' incorporation into the worldwide market.

This mission presents a huge chance for worldwide financial expansion, with the collective GDP of participating countries accumulation confounding \$47 trillion almost half of the world's GDP. This huge economic source of power serves an immense user marketplace of 2.25 billion natives, contribution incomparable probable for provincial and comprehensive provide chains to increase and grow. By leveraging the IMEC, businesses and industries can tap into this giant market, energetic development, rising skill volumes, and encouragement trade and industry collaboration on a massive scale. There is some point of Strategic importance of IMEC-

1. **ALTERNATIVE TO BRI:** This project reflect emerging geopolitical trend as it offers an alternative to China's Belt and Road initiative(BRI).BRI is often perceived as a tool for exerting influence and creating debt traps in developing nations.

2. **IMEC PROJECT CAN BYPASS PAKISTAN:** This project can bypass Pakistan and advantage India by exploring option routes and partnerships. One probable route is the Chabahar Port in Iran, which India has previously invested in, and can be linked to the IMEC via a North-South Corridor. Another alternative is to operate the International North-South Transport Corridor (INSTC), which connects India to Russia and Europe via Iran and Azerbaijan. India can also make stronger its partnerships with other countries in the region, such as Iran, Afghanistan, and the Central Asian republics, to generate a healthy and Pakistan bypassing, IMEC. By responsibility so, India can reduce its confidence on Pakistan for trade and connectivity, encourage provincial trade and industry increase and worldwide manipulate.
3. **INDO-US COLLABORATION IN MIDDLE EAST:** This initiative dispels the notion that India and United States may collaborate in the Indo-Pacific but not in Middle East. This project showcases how India and the US along with Israel and UAE can come together.
4. **STABILIZED TRADE CORRIDOR:** A stabilized trade corridor exemplified by the constancy of member states-streamlines trade route operations. An excellent case in point is the UAE and Saudi Arabia's established logistical centers, road networks, and seaports, which are crucial to the corridor's success. Besides, the European countries and India have stable financial markets from internal trade and relations with neighboring nations. Thus, this stability drives countries and dependable transportation of products, renewable energy and information, which is crucial for economic development.
5. **INCREASE IN DEMAND AND SUPPLY BETWEEN THE MEMBERS:** The increase in demand and supply of trade commodities across the larger IMEC region presents a solid opportunity for member states to earn the benefits of this corridor. Primarily, the IMCE corridor will reduce the transaction cost of doing business between India and Israel through various country points, including the United Arab Emirates and Saudi Arabia, create job opportunities, and rationalize the construction of industries. His massive infrastructural development, advance tourism, and moderate commodity prices. The countries along this corridor are bound to benefit significantly, with Israel, India and Middle East leveraging improved logistical services to makes the European market. At the same time, IMEC will secure the supply chain by increasing operational efficiency and trade accessibility through the Haifa port.
6. **CULTURAL SIDE:** The corridor also help full for cultural exchange and improvement between participating countries. By promoting people-to-people relations, the corridor can make possible the replace of thoughts, way of life, and standards. Student exchange programs, cultural festivals, and language training initiative can help foster greater understanding and appreciation of each other's cultures collaborative arts projects, such as joint music performances, can also help bridge cultural divides. Furthermore, tourism promotion and cultural heritage preservation initiatives can help showcase the rich cultural diversity of participating countries. By celebrating their shared cultural heritage, the IMEC can help create a sense of community and shared identity among participating nations.
7. **POLITICAL EXCHANGE:** The project offers a platform for improved political swap and collaboration between participating countries. Regular ambassadorial commitment, parliamentary interactions, and track ii diplomacy initiatives can promote better thoughtful and collaboration on key issues. Worldwide conferences and seminars can make available a opportunity for discussing mutual wellbeing and challenges, By promoting exchange of ideas and collaboration, the IMEC can assist put together belief and build up interaction along with participating nations, eventually contributing to provincial stability and prosperity. This can also make possible the resolution of dispute and encourage harmony.
8. **PROMOTE TOURISM:** The development provided a exclusive opening to encourage truism between participating countries, showcasing their wealthy cultural legacy, chronological landmarks, and natural beauty. By increasing traveler transportation and facilitating visa procedures, the corridor can attract million of tourists, generating important profits and creating jobs. India's energetic cities, Middle East's ancient monuments, and Europe's historic landmarks can be promoted as a single tourist circuit, offering a miscellaneous and inspirational knowledge. This can also facilitate encourage people-to-people relations, encouragement better thoughtful and companionship between nations. By leveraging tourism, the IMEC can turn into a influential instrument for promoting cultural swap and economic improvement.

9. CHALLENGES OF IMEC

Despite its immense potential, the IMEC challenges stemming from the need to maintain collaborative spirits multiple states with varying ambitions. Unlike the BRI which is singularly financed and overseen by China, the aspirations of

various economic with economic and social heterogeneities need to be reconciled for a single goal. Furthermore, the trade route must be designed to align with market condition to ensure its long – term validity. Some Challenges are-

10. ISRAEL PALESTINE CONFLICT

The India-Middle East-Europe Economic Corridor (IMEC) is facing significant challenges due to the ongoing turmoil in the region, especially related to the Israel-Palestine conflict. Tensions in the Gulf have disrupted trade routes, especially through the Red Sea, and have led to the reconsideration of alternative routes, such as the India-Iran-Turkiye-Europe Economic Corridor (IITEC). These issues may undermine Israel's participation in the IMEC, with countries hesitant to engage with Israeli-controlled ports, further complicating the corridor's viability. The conflict, along with concerns over shipping safety and delays, has prompted stakeholders to explore other options for connecting India and Europe.

11. BRI COMPETITION

The establishment of the India-Middle East-Europe Economic Corridor (IMEC) comes a decade after the launch of China's Belt and Road Initiative (BRI), highlighting the competitive environment IMEC must navigate. Both initiatives involve countries in the Middle East, Asia, and Europe, but they differ in focus—IMEC emphasizes the Middle East and Central Asia, while the BRI is concentrated on East Asia and Eastern Europe. This geographical overlap creates a competitive dynamic between the two, with IMEC needing to overcome challenges in terms of geopolitical interests, economic integration, and sociopolitical influence. Furthermore, countries in the Middle East, crucial to both projects, may face pressure from China to ensure that the IMEC does not undermine the BRI's influence and goals. This complex regional competition is likely to affect IMEC's operational strategy and its ability to achieve its political and economic objectives, particularly in balancing relations with China.

12. LOGISTICAL AND FINANCIAL CHALLENGES

The IMEC infrastructure project, while monumental in scope, faces significant logistical and financial challenges. As a vast undertaking, it must address the need for cost-effectiveness, efficiency, and tailored solutions for freight needs while maintaining fiscal sustainability. One of the major obstacles is the potential for increased costs due to multiple national customs checks and the complexity of multimodal transportation, which could erode the economic benefits of the corridor. The creation of a global logistics hub in the Gulf, designed to strengthen its role in international trade across Europe, Asia, and the Middle East, raises concerns about the practicality and feasibility of the project. While IMEC is seen as a strategic economic initiative that could reshape regional geopolitics, particularly involving India, Israel, and the Middle East, it is heavily influenced by political and diplomatic challenges. These hurdles, combined with the scale of the project, are likely to delay its progress and complicate the realization of the member countries' expectations.

13. DIFFERENT STANDARDS' BETWEEN IMEC MEMBERS

The India-Middle East-Europe Economic Corridor (IMEC) faces potential operational difficulties due to differing regulatory standards among its member countries, particularly regarding environmental regulations. For instance, the European Union (EU) has stringent policies in place to reduce carbon emissions, including limits on carbon dioxide (CO₂) emissions from fleet cars and vehicles. The EU's rigorous environmental standards align with IMEC's goals of promoting renewable energy, such as hydrogen pipelines, and reducing reliance on fossil fuels. However, other member countries, such as India, present challenges. India has been less stringent in its emissions regulations, with the country only recently starting to implement more formal standards. Projections suggest that India may not reach its emissions peak until between 2040 and 2045, well beyond the EU's target of 2030.

These discrepancies in environmental regulation could create significant logistical and operational friction within the corridor. For example, the EU's strict emission standards for vehicles and industrial activities might clash with India's less stringent approach, creating barriers to smooth operations, particularly when goods are transported across multiple countries with varying regulatory frameworks. The lack of alignment could lead to delays, increased costs, and complications in implementing infrastructure projects, especially those aimed at reducing carbon footprints. Therefore, effective coordination of these standards among IMEC member countries will be crucial to ensure the corridor functions smoothly and delivers on its ambitious goals of sustainability and efficiency.

14. TENSION BETWEEN IMEC COUNTRIES

The emerging security developments and regional tensions between countries in Asia and the Middle East are increasingly challenging the India-Middle East-Europe Economic Corridor (IMEC). These tensions are affecting internal relations among member states, threatening the successful execution of the project. One of the most notable examples is the strained relationship between Israel and Jordan over the Gaza issue. This conflict has led to delays in the implementation of critical infrastructure projects, such as the railway link between the two countries, which is a key component of the IMEC initiative

Regional instability is further exacerbated by unpredictable political dynamics, including the challenges in organizing mini-lateral conferences involving countries like the UAE, Israel, and India. Such diplomatic setbacks are a stark reminder of how deeply political and economic ties are intertwined with the goodwill of partner nations. In this context, the ability to foster trust and cooperation becomes increasingly difficult, as regional tensions undermine collaborative efforts. The broader geopolitical volatility in the Middle East and Asia presents a significant obstacle to the realization of IMEC, potentially derailing what could be one of the world's most ambitious geo-economic projects.

15. CONCLUSION

IMEC is a multidimensional multilateral project; it encompasses various ways to come together these countries. It includes USA, India, Middle-East and Europe. IMEC goals are very ambitious not only Economic, Strategic, technological but also Cultural way. IMEC is a very great outcome of 2023 G20 summit, New Delhi. Somehow so many challenges are there to complete this project. Because so many countries include this project also funding issue, tension of war, natural geographical reasons also. We wish Discussion and meeting these counties again will find out the way and work soon in this project.

CONFLICT OF INTEREST

None.

ACKNOWLEDGEMENT

None.

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