



## Reshaping Indo-Pacific Diplomatic Ties through India-Middle East-European Corridor (IMEC)

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**Abstract:** The central idea of this research study is that IMEC will give India an exceptional potential to position itself as the key economic center and critical connecting node between the Indo-Pacific, Europe, and the Middle East. By properly using this program, India may strengthen its commerce, infrastructure, and geopolitical influence, eventually establishing itself as a worldwide economic force. In order to highlight the critical role played by IMEC, this study takes a multidisciplinary approach, weaving together factual economic data, geopolitical implications, and diplomatic ramifications. This study also explores the importance of India-Middle East-Europe Corridor (IMEC) and its transformative potential as geopolitical tool. Specifically, it looks at how the IMEC has shaped diplomatic ties within the Indo-Pacific region and how it affects the Indian economy and the G-20 countries. With its ability to connect economies across continents, IMEC is a unique model that has a big impact on trade dynamics and regional geopolitics. Supported by comprehensive analysis and factual data, this research makes a significant contribution to the growing conversation about economic corridors, their influence on geopolitics, and their function as a catalyst for changing commerce, diplomacy, and security in the Indo-Pacific region.

**Keywords:** Indo-Pacific region , IMEC, G-20, Economic corridor.

“Economic corridors are more than just physical infrastructure; they are pathways to development and progress, connecting nations and fostering cooperation.” - Narendra Modi. Economic corridors are not just physical infrastructures; they are the veins

through which civilizations have exchanged ideas, cultures, and aspirations. From the ancient Silk Road to modern transcontinental trade networks, these corridors symbolize humanity's relentless pursuit of connectivity, cooperation, and progress. The **idea of economic corridors** can be seen through the lens of **interdependence and mutual growth**. No civilization thrives in isolation; prosperity has always been a shared endeavor. The ancient trade routes did more than facilitate commerce—they were conduits of knowledge, technology, and philosophies that shaped societies. Just as the Silk Road connected the East and West, fostering intellectual and cultural exchanges, today's economic corridors aim to integrate economies and people, bridging the gap between the past and the future. (The editors of Britannica, 2025)

Economic corridors shape global geopolitics by increasing trade, connectivity, and diplomatic influence. Some of eminent institutions provided their perspectives of an economic corridor such as -The Brookings Institution describes economic corridors as projects that attract investment and promote economic activity within a contiguous region while relying on efficient transportation infrastructure. (Burnner & Asian Development Bank, 2013). Reconnecting Asia defines an economic corridor as a regionally Precision-driven policy—a route that efficiently moves people and things, ultimately boosting economic progress. (Petrella, 2018)

Economic corridors have played an important role in changing economic landscapes throughout history by increasing connection, encouraging commerce, and promoting regional integration. From ancient trade routes to current infrastructure projects, they continue to propel globalization, economic collaboration, and geopolitical realignment in the twenty-first century. The concept of economic corridors stretches back to ancient times, with early instances being the Trans-Saharan trade routes and the Wadi Hammamat route from the Nile to the Red Sea, which appeared approximately 4000 BC. These routes fostered commercial and cultural interactions between civilizations, allowing items like gold, incense, and textiles to circulate across enormous distances. Trade networks in Mesopotamia and the Indus Valley Civilization are examples of early economic corridors that provided the groundwork for global commerce (Britannica, n.d.).

The Silk Road, a network of trade routes spanning more than 5,000 kilometers, is one of the most well-known ancient commercial arteries. This corridor connected China, Central Asia, the Middle East, and Europe, facilitating the interchange of silk, spices, gold, and cultural advancements. Aside from tangible trade, the Silk Road allowed the spread of Buddhism, Islamic learning, and Chinese technological

achievements, making it an important historical factor in global economic integration (MPRA 2019). During the colonial era, European nations built significant marine and land commerce routes throughout Asia, Africa, and the Americas. These routes were intended to harvest resources and integrate colonies into the global economy, resulting in an early form of economic corridors. Infrastructure projects such as India's railway network (constructed by the British in the nineteenth century) and Latin America's plantation economy were designed to ease colonial trade, leaving long-term economic legacies (Acemoglu & Robinson, 2012).

Economic corridors became an important component of regional development schemes by the mid-twentieth century. Organizations such as the United Nations Economic Commission for Europe (UNECE) and the Asian Development Bank (ADB) have implemented planned economic corridors to encourage economic integration and infrastructure development. A notable example is the Greater Mekong Subregion (GMS) Economic Corridor, which was established in 1998 to improve economic cooperation among Southeast Asian countries, thereby increasing regional trade and connectivity (Yronald, 2017).

Across the ages, economic corridors have been significant in shaping economic landscapes by enhancing connectivity, fostering trade, and promoting regional integration. From ancient trade routes to modern infrastructure projects, they continue to drive globalization, economic cooperation, and geopolitical realignments in the 21st century. Modern economic corridors have taken a new dimension with ambitious projects such as **China's Belt and Road Initiative (BRI)**. Launched in 2013, the BRI aims to connect **Asia, Africa, and Europe** through extensive **land and maritime networks**, enhancing trade and stimulating economic growth across continents. The initiative mirrors historical trade routes like the Silk Road while integrating modern infrastructure such as **railways, highways, and ports** to facilitate global economic cooperation (Maliszewska *et al.*, 2019). Throughout history, every great empire or economy has thrived on its ability to establish and maintain trade routes. The Roman highways, India's Grand Trunk Road, and marine routes in the Indian Ocean are all examples of how connectedness generates prosperity. These corridors were more than just economic structures; they represented ambition, solidarity, and advancement. Today, projects such as the India-Middle-East-Europe Corridor (IMEC) carry on the same tradition of connecting nations through shared economic interests and strategic partnerships.

## IMEC: India-Middle East-Europe Corridor

The India-Middle-East-Europe Economic Corridor (IMEC) is a breakthrough plan that aims to improve connectivity between India, the Middle East, and Europe via a multimodal transportation network. IMEC, which was announced at the 2023 G20 Summit in New Delhi, is a strategic alliance between India, the United States, the European Union, the UAE, Saudi Arabia, Jordan, and Israel aimed at facilitating commerce, improving supply chain efficiency, and strengthening geopolitical partnerships (Singh *et al.*, 2024). The IMEC project is envisioned as an authentic counterpart to China's Belt and Road Initiative (BRI), providing a secure and stable trade corridor free of Chinese economic control. The project is designed to strengthen economic integration while also reshaping diplomatic alliances in the Indo-Pacific, Middle East, and Europe. (Suri, 2024b)

The India-Middle East-Europe Economic Corridor (IMEC) is an evolution of the I2U2 Initiative, representing a strategic expansion of economic cooperation between India, the Middle East, and Europe. I2U2 is a group consisting of India-Israel-UAE-USA. This distinctive alliance of nations focuses on recognizing financially viable projects and initiatives to address major global challenges. It emphasizes collaborative investments and innovative efforts in key sectors such as water, energy, transportation, space, healthcare, food security, and technology. However, I2U2 was geographically restricted to the Middle East and lacked a direct European commercial link.

While I2U2 was primarily concerned with economic collaboration in sectors such as technology, food security, and renewable energy, IMEC is envisioned as a large-scale multimodal commerce and infrastructure project connecting India, the Middle East, and Europe (G20 India, 2023). This transformation is a strategic move to improve global trade connections and provide an alternative to China's Belt and Road Initiative (BRI). One of the primary drivers of this transformation was geopolitical realignment. Strengthening commercial linkages between India, the Gulf, and Europe has become increasingly vital in light of growing supply chain vulnerabilities and the need for more diverse trade routes. IMEC is intended to strengthen India's global trade position while reducing reliance on China-centric supply networks (US Department of State, 2023). The corridor intends to improve economic cooperation and regional integration by connecting Asia, the Middle East, and Europe in a direct and efficient manner.

The strategic incorporation of Europe in the IMEC economic framework is a vital component. Unlike I2U2, which primarily focused on collaboration in the Middle East and the United States, IMEC expands its reach to Europe via the UAE, Saudi Arabia, Jordan, and Israel, eventually connecting to Mediterranean and European markets (G20 India, 2023). This makes it a truly global economic corridor, enhancing access to European markets and strengthening India's commercial partnerships with both Middle Eastern and Western nations.

Another significant improvement that distinguishes IMEC from I2U2 is its focus on multimodal infrastructure development. While I2U2 concentrated on investments and sector-specific alliances, IMEC took a broader strategy, developing physical infrastructure such as rail, ports, and energy networks (State.gov, 2023). This will make it easier and less expensive to transport commodities across areas, dramatically increasing trade and economic activity. The move from I2U2 (India-Israel-UAE-USA) to IMEC represents a bigger vision for commerce, energy, and infrastructure development, with Europe as a prominent partner and India serving as a central economic hub (U.S. Department of state, 2023). With its geopolitical significance and economic potential, the IMEC has the capacity to transform trade dynamics between Asia, the Middle East, and Europe in the next decades.

**Table 1: Key Differences Between I2U2 and IMEC**

Feature	I2U2 Initiative	IMEC (India-Middle East-Europe Economic Corridor)
<b>Members</b>	India, Israel, UAE, USA	India, UAE, Saudi Arabia, Jordan, Israel, EU, USA
<b>Scope</b>	Technology, food security, energy	Trade, logistics, infrastructure, connectivity
<b>Trade Focus</b>	Limited to Middle East & USA	Expands to Europe via the Mediterranean
<b>China Diversification</b>	Alternative supply chains	Strategic competitor to China's BRI
<b>Mode of Trade</b>	Investment-based partnerships	Physical infrastructure – rail, ports, fiber-optics

Sources: U.S. Department of State. (2023). *I2U2 Initiative*. U.S. Department of State. <https://www.state.gov/i2u2>. G20 India. (2023). *India-Middle East-Europe Economic Corridor Announced at G20 Summit*. <https://www.g20.org>.

The IMEC initiative is an expression of India's changing place in international trade, more than just a corridor. India is becoming not only a player in the triangular trade tie between Europe, the Middle East, and Southeast Asia, but also a crucial

epicenter as global dynamics change. With careful planning and cooperative execution, IMEC has the potential to reshape India's role as a gateway to the world economy.

India already has important trading links with the West. One of India's biggest commercial partners is the European Union, with bilateral trade estimated to be worth USD 136 billion in 2022–2023. In reality, with exports totaling USD 61 billion, India is currently the EU's second-largest export market. In addition to being India's top export destination, with USD 78 billion in exports to the US in the same fiscal year, the US is also India's second-largest trading partner overall. These numbers highlight how vital it is to have safe and effective commercial routes that link India with markets in the West.

India's trade with Europe, North Africa, and the Americas has historically depended on a single, prolonged ocean route for more than 150 years. Through the Suez Canal, the Bab-el-Mandeb Strait (which separates Yemen and Djibouti), and finally the Mediterranean Sea, this route links Mumbai with Europe. This shipping route is crucial, but it takes a long time—about 15 to 16 days—and is prone to interruptions. The Suez Canal handles over 65% of India's imports of crude oil, primarily from Saudi Arabia and Iraq. Additionally, this corridor is crucial to India's trade with North Africa. Any impediment to this route, including natural disasters, geopolitical tensions, or events like the 2021 blockade of the Suez Canal, can result in steep rises in the price of crude oil, increased export expenses, and soaring inflation in India. IMEC offers a viable and strategic solution in this regard.

This background draws attention to the Suez Canal's dire state and the increasing demand for infrastructure supporting alternative trade. Connecting the Mediterranean and Red Seas, the Suez Canal is a strategically significant man-made waterway in northern Egypt. By removing the need for ships to make a detour around the Cape of Good Hope at Africa's southernmost point, it significantly reduces the length of maritime transit between Europe, Asia, and Africa (Suez Canal Authority, n.d.). This is one of the most crucial conduits for international trade since it not only saves time but also drastically lowers pollutants and fuel expenses.

The canal, which runs roughly 193 kilometers (120 miles) from Port Said in the north to Suez in the south, is ideally situated at the intersection of important international shipping lanes (UNCTAD, 2022). Its depth and width, which range from 205 to 225 meters, easily accommodate oil tankers and huge container ships (World Bank, 2021). Over 12% of world traffic passes through this corridor annually, transporting essential commodities including LNG, oil, and containerized goods

(International Maritime Organization, 2023). As a result, the canal is important for global supply chains, economic policy, and geopolitical tactics in addition to transportation. But because of this heavy reliance, the world economy, and India in particular, is equally susceptible to any disruption in the Suez Canal. Traffic via this chokepoint may become paralyzed due to events like the 2021 Ever Given blockade, escalating regional tensions, and possible environmental problems, which could have a domino impact on markets. In light of this, IMEC stands out as a robust substitute, providing India and its allies with a speedier, more varied, and less geopolitically precarious trade route. (The India-Middle East-Europe Economic Corridor: A Transformative Trade Route Takes Shape, 2025)

Therefore IMEC corridor suggests a multimodal transportation system that would connect the western coast of India to the United Arab Emirates by sea. It would then continue via rail through Saudi Arabia and Jordan and connect to Israeli ports like Haifa, from which commodities could be delivered straight to ports in Europe. This approach is predicted to reduce shipping time by roughly 40%, minimize logistical costs, lessen carbon emissions, and substantially improve supply chain resilience. IMEC has geopolitical relevance in addition to its economic advantages. As an alternative to China's Belt and Road Initiative (BRI), it places India at the center of a redesigned global commerce infrastructure. This corridor, which is strongly supported by the US and EU, also represents a larger trend toward improving energy security, diversifying supply chains, and advancing infrastructure-led diplomacy. (Khan *et al.*, 2025)

### **India as the Trade Epicenter: Capitalizing on the IMEC Opportunity**

India is rapidly rising as a major power in the global economy, with forecasts showing that it will become the world's third-largest economy within the next five years (Chakravorti & Dalmia, 2023). This expansion is fueled by strong consumer spending, significant infrastructure investments, and a burgeoning middle class establishing India as the future economic giant (Shrivastava, 2023). Furthermore, India's advances in innovation and technology are increasing worker productivity, which is considerably contributing to the country's economic growth. These trends highlight India's growing importance and vital role in defining the future of the global economy.

India is becoming a more important hub for global connectivity and trade thanks to its advantageous geographic location, thriving economy, and changing foreign

policy stance. Cross-regional economic connectivity is about to undergo a radical change thanks to the projected India-Middle East-Europe Economic Corridor (IMEC). IMEC is envisioned as a contemporary spice route that will improve connection via digital infrastructure, sustainable energy grids, and integrated transportation networks, ultimately promoting equitable development throughout Asia, the Middle East, and Europe (Pant & Passi, 2017). This vision, which is rooted in India's multi-alignment policy, demonstrates the nation's dedication to using international alliances to boost economic expansion and regional stability (Palit, 2021). By lowering trade costs, simplifying processes, and promoting sustainable industrial development, it also represents a paradigm change away from traditional infrastructure projects and toward interconnected economic corridors (Gautrin, 2014; Arif, 2020).

India's increasing participation in regional and sub-regional cooperation frameworks, such as the Bay of Bengal Initiative and the Act East Policy, demonstrates its commitment to developing connections with ASEAN and nearby regions (Batra, 2010; Banik & Kim, 2020). This proactive strategy is consistent with open regionalism, which promotes deregulation, innovation, and economic convergence across South and Southeast Asia (Pangestu and Ing, 2016; Banerjee, 1999). Strong institutional collaboration, standardized practices and trade standards, and India's ongoing leadership in promoting trust and a rules-based economy are all necessary for the corridor to succeed. India has the potential to revolutionize the Indian Ocean region and establish it as a hub for international trade and innovation as it pursues its connectivity goals (Purushothaman & Unnikrishnan, 2019; "ASEAN Progress Towards Sustainable Development Goals and The Role of the IME," 2018).

In accordance with this, a study of India's changing trade trends with three important regions—Europe, the Middle East, and ASEAN—between 2020 and 2023

**Table 2: India's Trade with South East Asian Countries (2020–2022)**

<i>Year</i>	<i>Exports (USD billion)</i>	<i>% Growth in Exports</i>	<i>Imports (USD billion)</i>	<i>% Growth in Imports</i>	<i>Total Trade</i>
2020–21	31.49	-0.19%	47.42	-14.36%	78.90
2021–22	42.32	34.43%	68.08	43.57%	110.40
2022–23	44.00	3.95%	87.57	28.64%	131.57

Source: Ministry of Commerce and Industry (Foreign Trade Territorial Division) <https://www.commerce.gov.in/about-us/divisions/foreign-trade-territorial-division/foreign-trade-asean/>

shows a steady improvement in bilateral economic ties. India's growing economic influence and importance in international trade are shown in the following tables, which provide a detailed illustration of these changes.

During the time period of 2020 to 2022, trade between India and the South-East Asian region also experienced strong growth. From 2020–21 to 2021–22, total trade increased from USD 78.90 billion to USD 110.40 billion, and then to USD 131.57 billion in 2022–23. While imports rose from USD 47.42 billion to USD 87.57 billion, Indian exports to South-East Asian expanded gradually from USD 31.49 billion to USD 44.00 billion. Growing collaboration in industries including electronics, manufacturing, agriculture, and oil-related items is reflected in the year-over-year increase in both imports and exports. The upward trend highlights South-East Asian regions' increasing geopolitical and financial significance for India.

**Table 3: India's Trade with Middle East Countries (2020–21 & 2021–22)**

S. No	Country	Export (2020–21)	Export (2021–22)	% Growth	Import (2020–21)	Import (2021–22)	% Growth	Total Trade (2020–21)	Total Trade (2021–22)	% Growth
1	Iraq	1.50	2.40	60.33%	14.29	31.93	123.47%	15.79	34.33	117.47%
2	Israel	2.70	4.80	77.54%	1.96	3.07	56.81%	4.66	7.87	68.82%
3	Kuwait	1.05	1.24	17.81%	5.21	11.00	111.00%	6.27	12.24	95.33%
4	Oman	2.36	3.15	33.67%	3.09	6.84	121.53%	5.44	9.99	83.51%
5	Qatar	1.28	1.84	43.04%	7.93	13.19	66.37%	9.21	15.03	63.12%
6	Saudi Arabia	5.86	8.76	49.56%	16.19	34.10	110.67%	22.04	42.86	94.43%
7	UAE	16.68	28.04	68.14%	26.62	44.83	68.39%	43.30	72.88	68.30%
8	Yemen	0.79	0.85	7.77%	0.02	0.23	873.92%	0.81	1.07	32.81%

Source: Ministry of Commerce and Industry (Foreign Trade Territorial Division) <https://www.commerce.gov.in/about-us/divisions/foreign-trade-territorial-division/foreign-trade-wana/>

India's trade with the Middle East, represented by the WANA (West Asia and North Africa) region, experienced one of the most significant growth surges. From **USD 119.79 billion in 2020–21**, total trade jumped to **USD 215.83 billion in 2021–22**, driven by a sharp increase in crude oil imports and rising exports to Gulf and Arab nations. Exports grew from **USD 38.52 billion to 60.45 billion**, while imports rose dramatically from **USD 81.27 billion to 155.38 billion** in just a year, marking an extraordinary growth of over 91%. This sharp escalation in trade indicates not

only the region's energy importance but also increasing diversification in export commodities.

**Table 4: India–Europe Bilateral Trade (Merchandise) — 2020–2023**

<i>Year</i>	<i>Exports (USD Billion)</i>	<i>Imports (USD Billion)</i>	<i>Total Trade (USD Billion)</i>	<i>Trade Balance (USD Billion)</i>
2020–21	55.26	65.07	120.34	-9.81
2021–22	86.10	85.96	172.06	+0.14
2022–23	98.28	90.99	189.27	+7.29

*Source:* Ministry of Commerce and Industry (Foreign Trade Territorial Devision) <https://www.commerce.gov.in/about-us/divisions/foreign-trade-territorial-division/foreign-trade-europe/>

Between 2020 and 2022, India's commercial relations with Europe showed steady and encouraging growth. In 2020–21, total bilateral trade was USD 120.34 billion; in 2022–23, it was USD 189.27 billion.. While imports increased from USD 65.07 billion to USD 93.66 billion, exports increased from USD 55.26 billion to USD 98.81 billion. By 2021–2022, the trade balance had significantly improved and remained in surplus. This pattern demonstrates India's expanding export potential and deepening economic relations with the European market.

India has steadily increased its bilateral trade with important regions, including the Middle East (WANA), Europe, and ASEAN, between 2020 and 2023, highlighting its expanding importance as a major trading hub connecting Asia, the Middle East, and Europe. The remarkable 80% increase in India's commerce with the Middle East from USD 119.79 billion in 2020–21 to USD 215.83 billion in 2021–22 was mostly due to a rise in crude oil imports and a rise in consumer goods and refined product exports. Trade with the ASEAN region also showed a strong upward trajectory at the same time, rising from USD 78.90 billion in 2020–21 to USD 131.57 billion in 2022–23. Exports increased from USD 31.49 to USD 44 billion, while imports also increased significantly. The merchandise trade between India and Europe also had a positive trend, increasing from USD 120.34 billion in 2020–21. Exports increased gradually to around USD 99 billion. With new connectivity initiatives like the India-Middle East-Europe Corridor (IMEC), these developments not only show growing economic ties but also India's strategic potential to become a key economic hub linking Southeast Asia in the East, the Middle East in the Center, and Europe in the West.

## Strategic Gains: India's Path to Economic Leadership

India's growth as a global economic leader is increasingly linked to its participation in high-impact connectivity efforts such as the India-Middle East-Europe Economic Corridor (IMEC). This corridor is expected to attract significant foreign direct investment (FDI) in crucial sectors including as logistics, port expansion, renewable energy, and railway upgrading. Coastal states including India Gujarat, Maharashtra, and Kerala are already undergoing early infrastructure changes, preparing to become critical gateways along this transcontinental trade network. According to government predictions, India's logistics business would be worth \$380 billion by 2025, with IMEC playing a significant role in driving this expansion. (Kumar, 2025)

The planned infrastructure growth would not only improve India's trade architecture, but will also have a huge socio-economic impact. It is expected that over 10 million direct and indirect employment will be produced in businesses such as transportation, warehousing, digital services, clean energy, and construction. (Ogino *et al.*, 2025) Furthermore, India's significant participation in green trade, including projected hydrogen pipelines and renewable energy exchanges, improves its global position as a pioneer in climate-aligned business. The National Green Hydrogen Mission and agreements with Middle Eastern countries are intended to help India become a hub for exporting sustainable energy solutions.

India's involvement in IMEC also demonstrates its dedication to a rules-based international order and its larger foreign policy goal of multilateralism (Mohan, 2006). Its objective for an inclusive, free, and peaceful Indo-Pacific region is reinforced by its leadership in such a key corridor, which also increases its credibility internationally (Loan & Tung, 2021). India's involvement in maintaining maritime security and the continuous flow of trade is essential due to its control over vital maritime chokepoints such as the Indian Ocean and the Strait of Malacca (Hayat, Sajjad, & Shahzad, 2020; Binh, Hiep, & Long, 2022). Furthermore, the IMEC plan gives India the geopolitical power it needs to counteract China's influence in the Indian Ocean, especially given Beijing's "String of Pearls" policy and developing Belt and Road plan (Siddiqui, 2022). India's strong participation will not only promote regional stability and infrastructure resilience, but will also safeguard its own economic and security interests.

India needs to invest in innovation-driven infrastructure, simplify its regulatory procedures, and create a cooperative framework that promotes regional collaboration and trade facilitation in order to fully realize these strategic gains

(Banwari, 2018; Singh, Aggarwal, & Shrivastav, 2018). The success of the corridor will also rely on India's capacity to coordinate its strategic alliances and cultural linkages across borders, deepening its integration with Europe, the Gulf States, and ASEAN. IMEC presents India with a historic chance to evolve from a regional force to a global economic hub, one that can shape the dynamics of the new global order by promoting sustainable development, assuring inclusive growth, and improving connectivity.

## Conclusion

An important development toward redefining the dynamics of international trade and placing India at the center of a new global economic order is the India-Middle East-Europe Economic Corridor (IMEC). IMEC has the ability to revolutionize India's commercial infrastructure, improve energy security, and escalate its geostrategic influence across important global corridors by enabling smooth connection between Asia, the Middle East, and Europe through integrated rail, road, digital, and energy networks. The corridor is consistent with India's vision of a multipolar, rules-based global system, complementing its "Act East" and "Neighbourhood First" programs. With the logistics sector expected to be worth \$380 billion by 2025 (Kumar, 2025), IMEC will serve as a major growth driver, attracting foreign direct investment, creating jobs, and enhancing the ease of doing business. Furthermore, India's participation in IMEC is more than just economic goals; it reflects a purposeful plan to offset opposing interests in the Indian Ocean area, particularly those of China through its Belt and Road Initiative.

Furthermore, the corridor is expected to boost innovation, industrial productivity, and technological transfer, particularly in renewable energy, logistics, and digital infrastructure industries (Singh *et al.*, 2024; Lohith *et al.*, 2017). IMEC also has strategic importance in expanding India's connectivity with Europe and the Middle East, diversifying its energy sources, and improving regional security cooperation (Mohan, 2006). As the global trade environment shifts, India's leadership in programs such as IMEC not only solidifies its position as a critical link in transcontinental commerce, but also confirms its desire to construct a more fair and sustainable global system. India can realize IMEC's revolutionary potential by maintaining diplomatic engagement, investing in infrastructure, and forming multilateral collaborations, driving a new era of prosperity and regional integration.

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