

Infrastructure and Development through the IMEC: India's Role in Regional Growth and Sustainability

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Abstract

The paper presents the role of the Indian state in the India-Middle East-Europe Corridor (IMEC) and examines the implication of this analysis with regards to infrastructure based regional integration and sustainable development by adopting qualitative approach to the problem that is the document analysis, case studies, semi structured interview, network analysis and estimation through the gravity model. It concludes that IMEC is a geo-economic tool, which strategically serves India by encouraging multimodal transport and digital connection, logistical friction and energy route diversification, and that clear governance and stringent green standards are critical towards creating positive spillovers. The paper provides original empirical data because it positions IMEC as a type of infrastructure-as-statecraft with geopolitical and sustainability-oriented aspects and, therefore, reflects the originality and importance of the study. Its practical recommendations are based on effective funding plans, sustainability protection and inclusive regulatory principles to maximize employment, increase cooperation within the region and the promotion of the Sustainable Development Goals with great emphasis on the urgency and the practicality of the matter.

Keywords: India; India–Middle East–Europe Corridor (IMEC); Economics; Development; geo-economics; infrastructure corridors; sustainable development.

1. Introduction

This is a geo-economic realignment of Indian foreign policy as the country is becoming increasingly involved in trans-regional infrastructure (Sengupta, 2024). India-Middle East-Europe Corridor (IMEC) is linked to a faster and cheaper path across South Asia, the Middle East, and Europe, and therefore, has strategic consequences of trade diversification, energy security, and regional integration (Nandy, Sondhi & Joshi, 2024). But in the discussion of the scholarship where it was about infrastructure diplomacy in India or the technical design of IMEC, there is little research to show that the connectivity projects of IMEC relate to both the sustainable development

and geostrategic interests of India at the same time (Yildirimcakar, 2025). The paper fills this gap by asking the following question: How does India use IMEC as a geo-economic statecraft tool, and what are the implications of the corridor in terms of regional development, governance and sustainability? The study is essential to comprehend a complicated interrelation between infrastructure, diplomacy, and sustainable development with regard to foreign policy in India.

1.1: Relevance of IMEC

IMEC links India, the Middle East, and Europe with the help of multimodal transport, which facilitates trade, energy flow, and digital communication (Mukhia & Manhas, 2025; Das, 2024).

Figure 1: IMEC Routes (Almost here)

Table 1: summary of Geo-Economic and Geopolitical Components of IMEC (Almost here)

It denotes that India was strategically planning to reinforce relationships of the economy and provide a substitute to the dominance in the inter-oceanic routes and other rival connectivity programs (Rahman & Baldacci, 2025).

Table 2: India's Key Strategic Policies Related to IMEC (Almost here)

1.2: Research Questions

Research questions. (1) What is the place of IMEC to facilitate geo-economic and strategic objectives in India? (2) What effect does the corridor have on trade, energy security as well as sustainable development?

Table 3: The Major Research Questions that the Article (Almost here) Addresses

Contribution. In this paper, an empirically grounded argument developed involves viewing IMEC as a type of statecraft that possesses the features of infrastructure and outlines the concrete sustainability and governance problems. Our argument is empirically founded, which makes it a good foundation of comprehending the role of IMEC in the geo-economic and strategic objectives of India.

1.3: Research Contribution

The article adds to the current literature on geopolitical and geo-economic policies of India, namely its involvement in IMEC, which is a two-fold strategy that includes infrastructure development and geopolitical advantage. Even though this article presents a literature gap, prior researches were already undertaken to analyze the general economic and security policies of India and their impacts on the economy and influence (Singh and Verma, 2020). It is also a contribution to the existing literature on geostrategic regionalism since it analyses how India is leading the IMEC as a way of demonstrating its vision of a connected, cooperative region. To provide a comprehensive overview of India's perception of the dual strategy, this paper describes the broader implications of infrastructure as a statecraft and its effects on regional power configurations in the 21st century.

Table 4: India's Dual Strategy through IMEC (Almost here)

2. Literature Review

This segment provides a review of the existing literature on India's role in the India-Middle East-Europe Corridor (IMEC) across four themes: geo-economic strategies, geopolitical influence through infrastructure, theories of regional integration, and India's objectives in the region.

2.1: The Geo-Economic Strategies of India

India has been utilizing geo-economics to enhance development and regional power, especially infrastructure-based connectivity. Act East Policy (based on the previous Look East Policy) aims to connect the Northeast of India with the rest of the Asian economies, as a means of facilitating trade and investment (Bajpae, 2023). In IMEC, India has positioned itself as an open door in the transcontinental trade and it will expand its reach to the Middle East and Europe by diversifying its routes beyond the Suez Canal (Chaziza, 2025).

2.2 Geopolitical Power by Infrastructure

The key project of The infrastructure projects is an effective tool that allows India to convert economic projects to geopolitical energy. IMEC advances the Indian need to project power, reduce overdependence on maritime chokepoints, and expand its operations in the Middle East market and European markets (Bajpae, 2023; Chaziza, 2025).

2.3 Geostrategic Regionalism

IMEC has not only a potential, but it is a ray of hope as far as integrating regionalism is concerned. This potential can be explained by the theories of regional integration, especially, liberal institutionalism. This theory shows that cooperation advances economic and security gains (Niaz and Shad, 2023). The EU experience shows that economical interdependence can build political trust. Even though South Asia and the Middle East have challenges, IMEC is an infrastructure-driven, practical model of developing cooperation (Karim, 2014; Ehteshami, 2015).

2.4 Regional Goals of IMEC and India

IMEC is not merely a route, but a strategic initiative by players of importance to restructure the geopolitical geography. It is consistent with the vision of India to reinforce its relationships with the Middle East and Europe in the sphere of trade, energy, and the digital space (Chaziza, 2025). This is not only a positive move towards India but also in other stakeholders such as the United States, Saudi Arabia, the UAE, Israel and the EU. In the case of India, the corridor promotes the collaboration of security, diversifies economic relationships, and creates networks at the regional and global levels (Singh et al., 2024).

3. Conceptual Framework

This model is a combination of geo-economics, geopolitical power, and geostrategic regionalism to describe that the infrastructure development projects, like the IMEC, are Indian statecraft instruments.

Table 5: Major Theoretical Views on how India can be involved to IMEC (Almost here)

3.1 Geo-economics and Infrastructure

Geo-economics is an economic tool that is used to accomplish geopolitical aims by using trade routes and supply chains as the main means of accomplishing goals (Ahuja & Kapur, 2018). The IMEC has been used to expand the railways, ports, and energy corridors in India to increase its growth and positioning in the Middle East and Europe. India will have access to energy, consolidate its economic potential, and become even more integrated into the global economic system with connecting with the key actors in the region (Yoganandham, Kalaivani & Kareem, 2024).

3.2 Geopolitical Force through Infrastructure

Infrastructure is turning into a geopolitical instrument, which is added to regional orientations and spheres of influence. The Belt and Road Initiative of China can also be treated in the same way as the investments have been utilized to expand its influence in Asia, Africa, and Europe (Bhattacharya, Dollar, Doshi, Hass, Jones, Kharas ... & Stromseth, 2019). Similarly, the role that India would play in IMEC would also make it more effective in controlling the movements of goods, energy, and data, which in turn would improve diplomatic relations, seek long-term strategic objectives, and counter the increasing influence of China in the Middle East and Europe (Behera, 2023).

3.3 Geostrategic Regionalism

Geostrategic regionalism focuses on regionalism so as to gain a collective stability and prosperity through cooperation. India is a proponent of connectivity and integration in solving security and economic problems in South Asia, the Middle East and Europe (Chacko, 2014). IMEC is similarly trying to achieve this vision of establishing cross-border infrastructure, interdependence, and maintaining a constant local order that supports the overall strategic goals of India (Yoganandham, Kalaivani, and Kareem, 2024).

Figure 2: Regionalism of Geostrategy, and Multipolarity Emerging (Almost here)

4. Methods and Materials

The study is interdisciplinary and based on mixed-methods research design, in which the role of India in the India-Middle East-Europe Corridor (IMEC) can be examined through the lenses of the geo-economics system, geopolitics, and the regional integration. The qualitative part will include the thorough discussion of agreements, policy briefs, and memoranda of leading platforms such as the G20 summit 2023 and the in-depth case studies of rail and port projects, as well as the semi-structured interviews with the stakeholders such as policymakers, diplomats, and scholars (Dai and Smits, 2024).

The quantitative section uses gravity models to determine bilateral trade flows, network analysis to determine infrastructure resilience, and comparative economic analysis to follow the patterns of changes in the trade and investment, pre-IMEC and post-IMEC (Stacherl & Sauzet, 2023). The data sources are also solid both of primary (government reports, agreements and interviews) and secondary (scholarly journals, think tank reports and the databases provided by organizations like the World Bank and the IMF).

This theory, which is founded on geo-economics, a geopolitical theory and the study of regional integration has practical implications. IMEC is also seen as a tool of economic statecraft and regional interaction which is in line with Indian strategic objectives (Raby, 2025). The limitations panel consists of the inability to access trade and infrastructure information immediately, geopolitical sensitivities that hamper primary research, and the dynamic nature of IMEC projects, which introduces ambiguity in the analysis.

5. India's Strategic Embrace of the IMEC: Geo-economics Infrastructure, Geopolitical Influence, and Geostrategic Regionalism

5.1 History: Indian Strategy Infrastructure Corridors

But connectivity has influenced the economic and geopolitical outlook of India. Earlier efforts focused on the South Asian region, especially via the SAARC, yet the shifts in the worldwide economy meant that India has initiated relations with the Middle East and Europe (Bajpai, 2023). Infrastructure has become a central concern in Indian diplomacy at the beginning of the 21st century, especially within the context of China Belt and Road Initiative (BRI), a project that India does not directly contribute to (Sehrawat, 2024). Another decision that consolidated the notion of transcontinental corridors in India was Indian domestic policies including Act East and Neighbourhood First.

5.2 Indian Involvement in IMEC

The IMEC is set to achieve a robust trade and infrastructure linkage between India, the Middle East, and Europe. It improves the role of India as a supply chain hub and increases the business connection (Gultom, 2024). The route provides increased access to European markets and the energy sources of the Middle East, thereby decreasing reliance on traditional routes and establishing opportunities in new economic hubs of the region (Rahman & Baldacci, 2025).

5.3 Infrastructure as a Geo-Economic Tool

Infrastructure is a form of development driver and a statecraft. The initiatives in transport, energy, and digital networks promote integration and help make India advance its strategic interests (Saini & Kharb, 2025). These programs also facilitate the availability of crucial resources, including oil and gas, and make India a leader in digital and smart-city projects (Subrahmanyam,

2025). India can enhance its participation in the regional and global economic governance through its integration into the world supply network chains.

5.4 Geopolitical Implications

IMEC possesses a concrete geopolitical worth, especially to oppose the BRI of China. By forming alliances with Saudi Arabia, the UAE, Israel, and European countries, India has a strategic freedom and becomes less dependent on the existing forces, including the United States and Russia (George, 2025). It is a channel that gives a chance to balance the increasing impact of China and give India power in a multipolar regional system (Sehrawat, 2024).

5.5 Strategic Regionalism and Vision of India

IMEC does agree with the bigger vision of integration, connectivity and strategic autonomy of India. The corridor, which includes the Act East and Neighbourhood First programs, helps in improving trade, energy security, and infrastructure connectivity between regions (Gultom, 2024). It involves the commitment of India to the rules-based order and her desire to emerge as one of the key players in the global economic regulation. By adopting IMEC, India would even enter the Middle East and the European markets, counteract the increasing China, and increase its status as an integrator of the territories and a new player in the world.

6. Economic Growth and Connectivity

India-Middle East-Europe Economic Corridor (IMEC) should change the trade and logistics networks in India (Khan, Bastanifar, Omid, and Khan, 2025). The multimodal transport network involving the integration of sea, rail, and road infrastructure will also allow IMEC to minimize the time of shipping to as little as four days, logistics costs will decrease, and the overall efficiency of the trade will increase (Makarova et al., 2023). It is assumed that such enhanced connectivity will increase competitiveness of Indian exports, ease imports, and liberalize the European and Middle Eastern markets (Anjum, 2025). Beside the physical transport, IMEC is concerned with the digital infrastructure. The projects like the Digital Public Infrastructure in India and a proposed India-UAE Virtual Trade Corridor (VTC) are also supposed to ease the process of customs, real-time data exchange, and the new standard of digital trade (Shrivastava and Kumar, 2025; Suri, Ghosh, Taneja, Patil, and Mookherjee, 2024).

6.1: Access to Middle Eastern Energy Resources

The energy security problem has been an area of strategic focus in the India agenda and IMEC is a single stop solution. In addition to the development of energy pipelines, refineries and transportation infrastructure, IMEC will render India less dependent on the unstable maritime chokepoints and paths controlled by China (Firat, 2025; Reisinezhad & Reisinezhad, 2025). These other options will diversify the energy of India and benefit its association with the Middle East and Europe, which will elevate the energy stability and geopolitical standing of the country (Rizzi, Engström and Hobbs, 2024).

6.2 European Market Access

IMEC increases the Indian visibility in the European market including the European Union. It is also anticipated that the corridor will boost the exports of engineering goods, pharmaceuticals, and chemicals through the reduction of transit time and cutting down on expenses (Pandya & Leal-Arcas, 2024; Rahman and Baldacci, 2025). The strategy is also consistent with the de-risking strategy of the EU according to which India gains more access to the European supply chains (Hwang & Chu, 2025). Europe, in their turn, will be able to have a safe backup to the current trade routes, and they will be less vulnerable to the disruption within the global supply chains (Oh, 2025).

6.3 Technological Advancement and the Development of Infrastructure

IMEC is not only a logistics network, but also a technological one. The essential point is that the Industry 4.0 transformation (roboticization, digital twins, and intelligent logistics) of industrial parks across the corridor flows faster, to facilitate efficiency (MYCTAFAİB, 2024). The digital integration will make the cross-border trade easier, reduce the cost of transactions, and elevate India in the global value chains (Shaker, 2025).

7. Geopolitical Dimensions of India's Role in the IMEC

7.1 Changing Regional Power Relations

The Indian participation in India-Middle East-Europe Economic Corridor (IMEC) is changing the power indices within the region particularly in the Middle East and South Asia. India is developing closer ties with the most significant Middle Eastern nations, as it is investing in

infrastructure that bypasses the traditional bottlenecks of the rival powers, and the country has also expanded its own sphere of interest (Levitan, Reich & Rynhold, 2025). This engagement adds to the geopolitical standpoint of India besides it does add to the stability in the region by means of greater economic dependency and agreement (Ullah and Xinlei, 2025).

The strategic alignment with the U.S. and EU is intended to be strategic, as it seeks to align the company with the dominant markets in the region.

7.2 Alliance with the U.S and EU

The U.S. and EU strategic alignment would be strategic in the sense of strategic alignment of the company with the key markets in the region. IMEC also forms the basis of developing co-ordination of India with the United States and the European Union, and thus improving trilateral collaboration in the fields of energy, transportation and technology. Similar to the I2U2 consortium, comprising of India, Israel, the UAE, and the U.S. as the partners, IMEC also offers to the creation of joint investments between India and Western powers, which strengthens their collaboration (Sheikh, 2024). It is important to note that India is able to strike this balance without necessarily having to change its policy of strategic autonomy which gives the country the freedom to choose on its foreign policy.

7.3 China's Response to IMEC

IMEC enjoys some level of distrust in China. Even though it recognizes Belt and Road Initiative (BRI) as a potential competitor, Beijing has made the point of collaboration and compatibility in the global infrastructure projects (Alves, Gong, and Li, 2023). This dual position reflects the greater Chinese policy of playing and collaborating in the shifting geopolitical game.

7.4 Security Implications

IMEC is yet another Indian security tool. Increasing the economic and political relationships with the Middle East and Europe will allow India to decrease the dependence on the old-old trade routes and the vulnerabilities associated with it (Banerjee and Singh, 2024; Sengupta, 2024). The involvement of IMEC in the enhancement of the connectivity and cooperation systems will help in the establishment of a stronger regional order, which would be an endearing outcome to stability and security of India in general.

8. The Role of Geostrategic Regionalism in India's IMEC Strategy

8.1 South Asia Regional Integration

IMEC forms the very core of membership integration of the area in South Asia whereby the differences in infrastructure, political agendas, and security concerns have made it difficult to collaborate over an extended period. India seeks to enhance the amount of trans-boundary trade, as well as regional cooperation, through the construction of joint transport and energy corridors (Banerjee & Singh, 2024; Mohan, 2019). Reduction of tension in political relations through economic connection with neighbors can also be used and contribute to the rise in stability (My Hai Loc, 2023). These kinds of projects include the Chabahar Port that links India to Afghanistan and Central Asia by way of India, and not Pakistan. Besides offering India a geo-political point of entry, these projects will increase connectivity in South Asia which additionally enables economic integration and facilitates peace in the region (Chaudhury, 2018; Wasi, 2025; Brewster, 2021).

8.2 Middle East as a strategic Ally

Middle East is one of the pillars of IMEC India strategy. The historical, cultural, and economic ties between Saudi Arabia, the UAE, and Israel are quite ancient, which gives good ground to continue the cooperation (Khan, 2020; Bora, Kumar, and Bhosale, 2025). IMEC strengthens this kind of relationship by trade, energy, and security alliances, which makes the region more stable in a conflict zone (Rahman and Baldacci, 2025). Cross-border transport pipelines and multimodal transport connections are the two possible modes of cooperation that can be used in the field of economics and peacebuilding (Ranjan and Shuja, 2025). The diplomatic policy of India is moderate in terms of seeking economic opportunities and more all-inclusive in its endeavors to promote peace and stability in the Middle East.

8.3 Europe as in-between Strategy to Global Strategy

Europe provides the pathway into the absorbing Indian economy into the international order. IMCE offers an entry point to one of the most connected and strongest economic blocs in the global economy because it links India and Middle East with the European markets (Khan, Bastanifar, Omid, and Khan, 2025; Mohan, 2019). India considers Europe to be both a commercial partner as well as a strategic alliance partner, which goes in line with the principles of rule-based governance and sustainable development (Singh, Siddiqui, and Prasad, 2025). The IMEC advances

the economic and diplomatic relations of India with other countries by means of the WTO and G20, as well as supports its desire to shape the economy at a global level (Rahman and Baldacci, 2025; Kumari, 2024; Vashisht, 2019).

8.4 Collaboration with Major Partners in the Region

The effectiveness of IMEC is determined by how well India collaborates with other important regional powerhouses, particularly Saudi Arabia, the UAE and Israel. The rationale behind these relationships is shared interests, such as economic development, energy resources, technological focus, and stability on the regional level (Sheikh, 2024). Saudi Arabia and UAE are powerful in terms of finances and influence the energy market, and Israel initiates in the such spheres as defense, technology, and agriculture (Tekir, 2025; Chaudhury, 2018). Such relationships are neither bilateral but multilateral, which would make India the hub of the cooperative system providing an opportunity to distribute the benefits evenly and avoid dominance of a single force (Khan, Bastanifar, Omid & Khan, 2024). This inclusion policy represents the vision of regionalism in India in the broader sense, which is founded upon peace, stability, and common prosperity.

9. Challenges and Risks to India's IMEC Strategy

The Integrated Middle East connectivity (IMEC) project in India has some challenges that are likely to frustrate its success. These challenges are cross-cutting at the political uncertainty, geopolitical rivalry, financial and technological limitations, and environmental threats. Otherwise, they will be able to sabotage the dreams of India to build IMEC as an alternative, which will be a viable option to competing connectivity programs.

9.1. Political security issues

The nearest danger is that in the Middle East and South Asia where the instability is dominant. In Iraq, Syria, and Yemen, the ongoing war continues to interfere with trade and give little reason to invest in the long-term (Dawood, 2025; Lynch, 2016). South Asia is also extremely weak and both Pakistan and Afghanistan are dealing with political unrest and security threats (Khan, Nazir & Jabeen, 2025). In India, the rivalry with Pakistan is one of the factors that may increase the level of risks, including delays, obstruction, or sabotage of cross-border infrastructure

(Pant and Sharma, 2020). Such situations make it more difficult to have the stability needed in the construction and operation of IMEC.

9.2 Threat of Substitutes: China and Other

The IMEC is not an exception, as global competition is also taking its toll, specifically, the Belt and Road Initiative (BRI) of China. The fact that it could provide China with a presence in South Asia and the Middle East with such projects as China-Pakistan Economic Corridor (CPEC) complicates the process of finding partners (Chaudhury, 2018; Khan, 2020). The financial potential of China might be greater and there is a history of cooperation, which can shine IMEC unless it is demonstrated that India has specific advantages in transparency, sustainability, and inclusiveness. Besides China and Russia, as well as the Gulf states, IMEC will be forced to offer clarity and sustainable value (Ain, Muzaffar, and Yaseen, 2024; Brewster, 2021).

9.3 Economic and Technological Hurdles

IMEC is also in great financial need. Wide infrastructure, including ports, energy networks, and digital networks is a very capital-intensive sector of the country that India may not afford to sustain because of its fiscal power (van Zoest & Daamen, 2025; Acharya, 2023). In spite of attracting external resources with the help of multilateral aid, including the Asian Infrastructure Investment Bank (AIIB), there is a threat of loan repayment and political terms (Mohan, 2019). Also, it is complicated by technological preparedness. India is still behind in terms of aspects like intelligent logistics, environmentally friendly transportation and advanced connectivity systems (Albreem, Sheikh, Bashir, and El-Saleh, 2023). Time-lapses can lead to obsolescence because the new technology is being developed very fast (Sen, 2020). The latter will demand an upgraded research and development initiative, the introduction of the private sector, and the education of the staff to create high-speed rail, renewable energy systems, and smart transportation skills.

9.4 Sustainable and Environmental Issues

There are also mega-projects like IMEC which are socially and environmentally dubious. Some of the threats related to the development of energy and transport corridors include deforestation, biodiversity loss, and displacement of people (Supriatna and Lenz, 2025; Singh and Yadav, 2021). Additional traffic and emissions are also capable of undermining climate commitments (Abdullah, Zawawi, Rasam & Salleh, 2024). India has undertaken to reduce the

impact of these risks by adopting green technologies and introducing a mandatory environmental impact assessment (Gayen, Chatterjee & Roy, 2024; Vashisht, 2019). Nevertheless, a balance between rapid development of infrastructure and sustainability is not an easy task and involves a big number of stakeholders and cooperation on the international level. Finally, IMEC project is a risky but an ambitious project. There is also the threat of political instability; the BRI, which was launched by China, offers strong competition, and insufficient finances and technology can make India unable to achieve its objectives. It is also difficult to implement environmental issues. India must also be ready not only to create infrastructures but also to reach political consensus, to secure the long term financing, to adopt modern technology and environmental safeguard, to make IMEC a success. Both of these policies should be combined and that alone can turn IMEC into a sustainable engine of regional integration and world markets.

10. Conclusion

10.1 Summary of Findings

India-Middle East-Europe Economic Corridor (IMEC) is a policy strategizing tool that will help to match the infrastructure dreams of India with its geopolitical and sustainable development goals. The IMEC assists India in influencing the geopolitics of cooperative connectivity within the region, through improved trade, diversified energy paths as well as the creation of new markets in the region of Europe and the Middle East. It goes on to depict India as a rival to the Belt and Road Initiative by China. Above all, sustainability in the form of green infrastructure, environmental conservation and equity of benefit sharing will be considered as the determining factor of success so that growth will not be achieved at the expense of ecological or social stability. Lastly, IMEC can assist in realizing that India is using the economic statecraft to make the world supply chains more robust and assist in making the Eurasian order more resilient.

10.2 Policy Implications

IMEC can impose great implications on the foreign and domestic policy of the country. To succeed, India should center around regional diplomacy, security collaboration as well as open infrastructure development. The Gulf states, Europe, and other stakeholders should be built on a platform of trust and participation of benefits so that IMEC becomes a cooperative platform and not a competitor. At the same time, the sustainable development principles, such as the

introduction of renewable energy, the environment, and the inclusive development, will transform India into the more responsible regional leader. Strategically, the IMEC should form part of a greater Indo-Pacific vision of India which seeks to facilitate trading, energy and security integration within the region, and enhance India, in the international scene (Vashisht, 2019; Chaudhury, 2018).

10.3 Future Research Directions

In the future, the research on the long-term impact of IMEC on the geopolitical location of India, integration in the region, and global supply chain resilience should be conducted. The key spheres that can be addressed are:

- The IMEC should be successful in preventing the political and security tension in South Asia.
- Comparison of IMEC and the Belt and Road Initiative of China with a view of estimating the complements and competition.
- The role that sustainability structures play in infrastructural development of the infrastructure in Asia, Middle East and Europe at a high scale.
- The convergence between IMEC and the Indo-Pacific policy of India and its reinforcement.

Allowing answering these questions, the research will assist policymakers and other interested parties in understanding the transformational potential of IMEC better and in which circumstances the latter may succeed.

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