

(English version)

**Question for written answer E-000876/25
to the Commission
Afroditi Latinopoulou (Pfe)
(27 February 2025)**

Subject: IMEC's strategic importance and development challenges

The India-Middle East-Europe Economic Corridor (IMEC) is a critical initiative to strengthen geo-economic connectivity between Asia, the Middle East and Europe, with the aim of diversifying trade routes and reducing the EU's dependence on China and the Suez Canal.

The agreement to implement the corridor was signed at the G20 in 2023, with the participation of the EU and the US. The IMEC acts as a Western counterweight to China's Belt and Road Initiative, which creates problems for European countries hosting Chinese strategic investments. The European Union must address the critical issues of political stability and financing for part of the project in order to ensure its sustainability.

In view of the above:

1. What measures has the Commission put in place to accelerate the implementation of the IMEC and the necessary port/railway infrastructure?
2. How does the Commission plan to protect the corridor from external crises, such as the blockade of the Red Sea by the Houthis?
3. Given the potential of the BRI in Europe and the strategic importance of the IMEC, how will the Commission ensure that the corridor does not become economically dependent on third powers, such as Türkiye or Iran, thereby strengthening the interests of European states?

Submitted: 27.2.2025

**Answer given by High Representative/Vice-President Kallas on behalf of the European Commission
(23 April 2025)**

The EU is committed to the India-Middle East-Europe Economic Corridor (IMEC) as an ambitious project of major geopolitical and economic relevance.

To this end, the Commission plans to intensify contacts with all relevant stakeholders, including the co-signatories of the memorandum of understanding signed in 2023 as well as other interested countries, Member States, and financial institutions to discuss implementation of the different segments of the corridor.

The EU is also looking at supporting IMEC through EU initiatives, such as Trans-Mediterranean Energy and Clean Tech Cooperation Initiative, and via its transport and digital connectivity programmes under the Global Gateway strategy; as well as exploring possible contributions in the form of technical assistance for feasibility studies and soft connectivity elements; and trilateral cooperation efforts to leverage private and public investments for the relevant infrastructure.

It is not foreseen that the transport-related components of the corridor would pass through the Red Sea. Rather, a railroad is envisaged to connect the Indian Ocean and the Mediterranean through the Arabian Peninsula and the Middle East.

Should any other connectivity-elements of IMEC (such as cables) need to pass through the Red Sea, the security implications would be assessed thoroughly before deploying any concrete projects.

Türkiye and Iran are not currently part of IMEC. As for any project of this kind, the Commission will assess and address scrupulously any potential risk to the EU's economic, security or other interests, including strategic dependencies on any third country.
