



Iran Shakes Israel's Mega Project

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Dimitri Lascaris: Good day, this is Dimitri Lascaris coming to you from Kalamata, Greece, for a Reason2Resist, on May 16th, 2026. Today, I will deliver my fourth and final report from the Mare Med III conference held in Athens a few days ago. This conference, as I've reported before, was established about three years ago to promote even deeper integration between the economies, militaries, and intelligence gathering systems of Greece, Cyprus, and the genocidal Israeli entity. On May 12th, I managed to gain access to the conference and recorded all of the many speeches in full. About half of them were delivered by senior government officials from the Greek, Israeli, and Cypriot governments. And the other half were delivered by heavy hitters from the private sector in Greece and Israel.

First, three of my reports focused on the commentary and speeches of the government officials. This report will focus on power brokers from the Israeli and Greek private sectors, and in some ways, as I hope you'll conclude, their speeches are even more revelatory than the speeches of government officials we have covered thus far. The dominant theme of almost all the speeches was something called IMEC. IMEC stands for the India-Middle East-Europe Corridor. It is being spearheaded by the United States and is intended, as you will see, as an alternative to China's Belt and Road Initiative, which poses a major challenge to Washington's goal of dominating Eurasia. Before we get into it, I just want to remind you if you find this video to be informative, please like and share it. And if you're not already a subscriber to Reason2Resist, please do become one, help us to expand the reach of our unapologetic resistant journalism and to hit the goal of reaching 200,000 subscribers before the end of the summer, which will mark the two-year anniversary of Reason2Resist.

Now, the IMEC was first announced to the world in September 2023 at the G20 in New Delhi, India. This was only a few weeks before Palestinian militants launched the Al-Aqsa Flood operation of October 7, 2023. And of course, there have been plenty of credible reports that Israeli military and intelligence officials had advanced warning or understanding that the Palestinian militants were about to launch such an operation. Was the timing of the announcement of IMEC coincidental? Is the fact that it was announced so close to the Al-Aqsa flood purely random? Well, I'm going to leave you to ponder that question.

At the time that the IMEC was announced, the EU and seven countries signed a memorandum of understanding. And those seven countries were India, Saudi Arabia, the United Arab Emirates, France, Germany, and Italy. Interestingly, neither Israel nor Greece were signatories to the MoU, which is strange because the official maps of IMEC clearly show that the corridor is intended to pass through both Israel and Greece. What I've got up here on the screen is a screenshot of a page from the IMEC website that's been established by the participating governments, and I'll show you a larger map so that you can make out the details. But for now, if you look at the bottom, you will see at the very bottom of this page up on the screen, the IMEC corridor shown on a map, and you can clearly see that it goes through Israel and particularly the port of Haifa, and then on to Greece, which is just colored in red.

Neither Israel or Greece were signatories, as I just mentioned, nonetheless. And why were they excluded from the MoU? Well, my theory as to why Israel was excluded from MoU, and admittedly it is a theory only, is that Saudi Arabia did not want it to appear as though it was normalizing relations with Israel. If IMEC is ultimately built, and if it is built on the route that has been proposed by the founders of IMEC, then it will be obvious to the whole world, including the Saudi people in particular, that Saudi Arabia has normalized with Israel, whether or not there is a formal declaration to that effect. The construction of IMEC along the planned corridor means that there will be a huge volume of goods passing through Saudi Arabia to Israel and onwards to Europe and their economies therefore and their infrastructure would become integrated to a profound degree.

This creates a political problem for the Saudi autocracy because most of its population utterly despises the genocidal Israeli entity. In late 2023, the Washington Institute for Near East Policy, a generally pro-Israel research organization, surveyed 1,000 Saudis about Saudi-Israeli relations, and the poll found that a stunning 96 % of Saudis believe that Arab countries should cut all ties with Israel to protest Israel's genocidal war on the Gaza Strip. Now that's late 2023. Think about all the horrors the world has seen Israel perpetrate against Palestinians in 2024, 2025, and now 2026. If it's at all possible, one would imagine that the level of hostility to Israel amongst the Saudi populace is even higher today than 96%.

Now, according to the same poll, 40 % of Saudis expressed positive attitudes towards Hamas compared with 10 % in a poll several months before Israel's genocidal rampage began. Only 16 % of Saudis surveyed in that poll said that Hamas should stop calling for the destruction of Israel, only 16 %, in order to accept the creation of Palestinian Israeli states living side by side. The two-state solution to the conflict is what the Saudi government supports. Apparently, at least as of the time that poll was taken in late 2023, a very small proportion of the Saudi population was aligned with the official policy of the Saudi government. So I think this is a pretty good explanation for why Israel's inclusion in the IMEC would have been highly problematic for the Saudi autocracy. That doesn't mean that Israel isn't planning to be part of it. As the maps that these governments have published repeatedly show, and as Israeli leaders themselves openly proclaim, Israel is a key part of it. But, you know, I guess the

Saudis believe that putting Israel into the MoU might have been a bridge too far for the vast majority of Saudi citizens. Now, this leaves the question of why Greece was excluded from the MoU. Italy is competing with Greece to be India's gateway to Europe. And maybe Italy's government, which I think can verily be said to have considerably more influence in the EU than Greece because of the size of its population, the size of its economy relative to Greece, maybe for competitive reasons it wanted to keep Greece, at least for the time being, out of the MoU. And that way it could position itself as the preferable gateway to Europe for India.

But frankly, that's only speculation on my part. I don't have any better theory as to why Greece, even to this very day, has not been brought into the contractual relationship amongst the founders of IMEC by adding them to the MoU or some other supplementary agreement. And as you're going to hear from the speeches, by the way, which I'm about to show you, Italy is clearly trying to get the upper hand on Greece in this project. In any case, it's quite strange that the governments of these two countries, Greece and Israel, are obsessed with IMEC, which was absolutely clear from the speeches at this conference, even though neither of them is a signatory to the founding MoU of the organization, nor have they been formally brought into it by way of a supplemental agreement.

Another question that arises from the MoU is, why is the United States a member? This project is about enhancing trade flows between India, the Middle East, and Europe. The United States is on the other side of the Atlantic Ocean. The answer, I believe, is that the US is, in fact, the driving force behind this project because it wants to undermine or at least diminish to the maximum possible degree the importance of China's Belt and Road Initiative. And in fact, this objective is openly declared by the arch Neocons at the Atlantic Council. This is an article that was published by the Atlantic Council just last year, about 10 months ago, written by Afaq Hussain and Nicholas Shafer. And it says at the outset, "Launched in 2023, the India-Middle-East-Europe Economic Corridor features three pillars that integrate existing and future infrastructure: a transportation pillar, the corridor's backbone, integrating rail and maritime networks, an energy pillar with interconnected energy and electricity infrastructure across continents, and a digital pillar, providing new fiber optic cables and cross-border digital infrastructure". So you can see if you include Saudi and Israel in this, I mean for all intents and purposes, Saudi will have normalized with Israel. This is a broad ranging and deep level of economic and infrastructural integration that is being envisioned by the founders of IMEC.

And then this article goes on to state – and here by the way you can see the map. I just want to point this out for the moment, I'm going to come back and have a lot to say about this in a few minutes – in the right hand of this map you can see the blue line forks just before the Strait of Hormuz, it comes from Mumbai and Mundra in India and just before it gets to the Strait of Hormuz it forks. One arm of it on the left goes to the United Arab Emirates port of Fujairah and the other goes through the Strait of Hormuz and continues on to the Saudi ports of Ras Al-Khair and Jubail Damam. It then continues onwards through Saudi territory – and by the way, you may be able to make it out here, but this map identifies what it describes as its missing links, and remember this is August 2025. One missing link is a rail, I would

imagine it's intended to be rail and not road transportation from the Persian Gulf Port in the United Arab Emirates of Jabal Ali to the Saudi port of Al-Ghuwaifat. So that's a missing link that needs to be built. And then there's another missing link here somewhere. It is, yes, from Haifa to Ashdod. You can't make it out, but it's a dotted line in purple, presumably it's intended for purposes of this project that there be a rail link built between these two main port cities on the Mediterranean of Israel, Haifa and Ashdod.

In any case, as you can see the corridor would go right across Saudi Arabia, into Jordan, then into Israel, and from Haifa and Ashdod, there would be the maritime transportation of goods coming, originating many of them from India, others from other parts of West Asia, and they would then be transported to ports in Thessaloniki and Piraeus in Greece, the port of Trieste in Italy, and then Marseille in the south of France. So all of these countries are intended to have a major stake in this project. And it's quite clear, as I said, from the commentary at the conference and from the literature on the IMEC, that Italy and Greece and perhaps also France are jockeying for position to be the gateway to Europe of the growing economic power of India.

Now this article goes on to say, and I've highlighted it here in blue underneath the map: "The corridor is well placed to be a consequential regional integration and infrastructure initiative in the coming decades, reinforcing supply chain security and aligning Eurasian policy around open rules-based connectivity". There's that word, "rules-based". "Supported by market-driven locally funded investment from a diverse set of countries, IMEC also provides an alternative to existing corridors dominated by a single government, particularly the Belt and Road Initiative". Well, I don't know that the Belt and Road initiative is any more dominated by a single government than this project would be. All of these countries are, even India, the particular government that is in power today, are to varying degrees vassals of Washington. And it's very clear that Washington is spearheading this project. That's exactly why it is a member of the MoU, a founding member at that. So what Washington is really trying to do is to set up an economic corridor from South Asia into Europe and through West Asia that it and its vassals will control, and ultimately that means that Washington will control. So that's what's really going on here, and that is why Washington and its servants in the region are so anxious to get this project off the ground.

Now, clearly the IMEC has a long way to go, and I think you can get a good sense of that by taking the gander at the MoU that was signed in September '23. This document is remarkably short. As you're going to see, it's less than two pages long. This is the first page I put up on the screen, there's five little paragraphs there: "The IMEC will be comprised of two separate corridors, the East corridor connecting India to the Arabian Gulf and the Northern corridor connecting the Arabian Gulf to Europe. It will include a railway that upon completion will provide a reliable and cost-effective cross-border ship-to-rail transit network to supplement existing maritime and road transport routes, enabling goods and services to transit to, from, and between India, the UAE, Saudi Arabia, Jordan, Israel, and Europe. Along the railway route, participants intend to enable the lane of cable for electricity and digital connectivity, as

well as pipe for clean hydrogen export. This corridor will secure regional supply chains, increase trade accessibility, improve trade facilitation", and blah, blah.

And then you go over to the second page. You'll see there's just another paragraph and a half there and it concludes with the language: "Today's Memorandum of Understanding is a result of initial consultations that sets forth political commitments of the participants and does not create rights or obligations under international law". So it's not actually a binding legal document. Basically, it's just a proof of concept. I mean, it is not even a proof concept. It's just that a grand idea that they cooked up in Washington in consultation with their vassals in the region to try to diminish the importance of the Belt and Road Initiative. To really bring this home and to bring this project to fruition, you're going to require a lot more negotiation, many more detailed provisions and agreements around the various aspects of this project, this massive project, which would engage expertise from various fields. And at the end of the day, what you would have if this was a serious project that was going to be implemented in the near future, you would have literally volumes of various agreements and supplementary agreements and annexes that would, in fact, create rights and obligations. So this thing, quite apart from the fact there are sections of it that to be built and for our purposes today, perhaps most importantly, a devastating war that is currently happening in the heart of the region where this thing is supposed to be built, this thing is a long way away from being anywhere close to a reality.

Now, as you will see, and this was admitted, albeit indirectly by the speakers at the Mare Med III conference, one of the obstacles the IMEC now confronts is the closure of the Strait of Hormuz by the military of the Islamic Republic of Iran. Why do I say that? Well, obviously I say that because the plan at the very outset from September 2023 was for this corridor to pass through the Strait of Hormuz. And I'm going to put up on the screen a larger version of the map that I showed you a moment ago. And there you can see quite clearly that the plan is for the corridor to consist of the India to West Asia branch, the Eastern branch of a maritime transport route passing through the Strait of Hormuz and to Saudi ports and Emirati ports. And so even though a lot of the propagandists who spoke at this conference, and I've talked about this in prior reports on what happened at the conference, were asserting without explaining in any way why they were saying this, that the closure of the Strait of Hormuz proves how essential IMEC actually is, the reality is the closure of the Strait of Hormuz has thrown a massive spanner into the works because now that Iran has effective control over the Strait of Hormuz, the only way to build the IMEC on the planned route is either to bring Iran into the organization and accord to it a significant degree of the economic benefits, which is obviously something that the United States and Israel and the United Arab Emirates would never agree to, and probably Saudi Arabia would object as well, but at bare minimum they would disagree, the French might very well disagree, the Italians, the Greeks – that just ain't going to happen. They aren't going to bring Iran into the MoU.

So what then is going to happen? How can you bring this project to fruition if Iran's military has control of the Strait of Hormuz? Well, somehow you are going to have to bypass the Strait of Hormuz. Now in a few minutes I'm going to show you an excerpt from the Mare

Med speech of a character named Rafael Dreyfus, who is an Israeli venture capitalist whose focus is on international shipping. And during his speech, Dreyfus showed the audience a map of the IMEC. And I took a shot of it. I'm going to put it up here on the screen. Now, as you can see, this map is different from the one that appears on the website of the IMEC. This map shows the line from India into West Asia, not going through the Strait of Hormuz but going through the Gulf of Oman and then crossing the United Arab Emirates and then continuing from there from the Persian Gulf side of the United Arab Emirates, it has a coastline of the Gulf of Oman and another coastline on the other side of the Strait of Hormuz on the Persian Gulf, going from that Persian Gulf coastline of the UAE to Saudi ports on the Eastern coastline of Saudi Arabia. So this map is materially different from the one that appears on the website of IMEC. So perhaps what these people are now envisioning is that rather than going through the Strait of Hormuz, the plan would be for goods to be transported from India to the United Arab Emirates port of Fujairah on the Gulf of Oman and then transported by land across the UAE to the Persian Gulf side of the UAE, from there reloaded onto ships and transported by means of maritime transportation to Saudi ports and from there they would continue their journey towards Europe across a rail line that would go into Jordan and then into the genocidal Israeli entity.

There's a problem with this, however, and the problem again is Iran and its formidable military. The Iranian military clearly has other ideas, as you can see from this map. This is a map that the Islamic Revolutionary Guard Corps published on May 4th, 2026, a couple of weeks ago, defining a maritime zone between Qeshm Island and Umm al-Quwain in the west and Mount Mobarak and Fujairah in the east, over which it claims authority over maritime traffic. So you can see that Iran is now asserting control of the waters in the Gulf of Oman that one would have to cross in order to go to the port of Fujairah. And there is absolutely no indication, no reason to believe that the US Navy or any other force or combination of military forces is going to be able to stop the military of Iran from obstructing maritime traffic to the port of Fujairah.

In fact, Iran has struck facilities in the port of Fujairah repeatedly and has demonstrated that even with its much-vaunted air defense systems, they can't even protect land-based targets on the Gulf of Oman coast of the United Arab Emirates. So this idea, which appeared to be embraced by Dreyfus in his speech, at least it was what appeared to be part of a plan B, based on the map that he was showing during the course of his speech, isn't going to fly either. Plan B ain't going to work as long as the Iranian military is asserting control over the waters that one would have to cross to reach the port of Fujairah and has the ability to maintain control over those waters. Very importantly, nobody, not one person – and I listened to all their speeches carefully, I videotaped them all – not one person at the Mare Med conference attempted to address this conundrum.

END

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