

MIQDASH BETHEL COVENANT INSTITUTION COVENANT WITNESS DOCUMENT

THE CORRIDOR THAT WAS NEVER MEANT TO STAND: IMEC, THE IRAN/ISRAEL/USA WAR, AND THE PRICE PAID BY EVERY AMERICAN AND THE NATIONS

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**"The earth is Yahweh's, and the fullness thereof; the world, and they that dwell therein."
Tehillim (Psalm) 24:1**

PART I: WHAT IS IMEC — AND WHY IT MATTERS

The India-Middle East-Europe Economic Corridor (IMEC) was announced on September 9, 2023 at the G20 Summit in New Delhi, India. Signatories included the United States, India, Saudi Arabia, the United Arab Emirates, France, Germany, Italy, and the European Union. Its declared purpose was to build a multimodal trade network combining sea routes, rail corridors, and digital infrastructure linking Indian industrial capacity to European markets through the Gulf and through Israel's Port of Haifa.

Washington backed IMEC as an explicit alternative to China's Belt and Road Initiative (BRI). For the Gulf states, it promised to anchor their post-oil economic transformation. For India, it provided a seat at the center of the emerging Middle East order. For the United States, it was the defining infrastructure counter-move against Chinese economic dominance in Eurasia.

According to initial estimates, IMEC's overland transport route could reduce logistics costs by 30% and transit times by 40% compared with shipping via the Suez Canal. According to the Atlantic Council, the corridor's completion would demonstrate the staying power of US diplomacy in the Middle East, provide a clear alternative to China's Belt and Road Initiative, create additional incentives for states to normalize relations with Israel, open new markets for US companies, and deepen US-Gulf alignment.

Most Americans have never heard of it. That is by design. What is done in the dark will be brought to light.

PART II: THE WAR THAT DESTROYED THE CORRIDOR

A. OPERATION EPIC FURY — FEBRUARY 28, 2026

On February 28, 2026, the United States and Israel launched Operation Epic Fury — a sweeping joint military campaign targeting Iran's nuclear infrastructure, military command centers, and critical facilities. Supreme Leader Ayatollah Ali Khamenei was killed in the opening strikes. His son Mojtaba was subsequently elevated as successor. The war, legally contested by multiple legal scholars who argue it violated the War Powers Resolution and was launched on a "speculative pre-emptive" justification comparatively weaker than any prior unauthorized use of force, has now ground on for nearly three months.

The consequences are cascading across the global economy in ways that strike every American directly, whether they know it or not.

B. THE STRAIT OF HORMUZ — THE WOUND IN THE WORLD ECONOMY

Iran's response to the strikes was to close the Strait of Hormuz — the narrow waterway connecting the Persian Gulf to the Gulf of Oman through which approximately 20% of the world's oil supply and significant LNG volumes normally flow. The International Energy Agency characterized this as the "largest supply disruption in the history of the global oil market" — between two and three times larger than the oil crises of 1973 and 1990.

The Strait has been mostly shut to marine traffic for two months. Arab states of the Persian Gulf as well as Iran itself rely on the Strait for their energy exports and grocery imports, with only Saudi Arabia

and the UAE having limited alternative routes. A ceasefire was announced on April 8, 2026 — but even after that announcement, ship traffic through the Strait remained far below pre-war levels.

Two days after Trump's return from his Beijing summit, the United States and Israel were reported to be engaged in "intense preparations — the largest since the cease-fire took effect — for the possible resumption of attacks against Iran." The war is not over. It has merely paused.

PART III: HOW THE WAR DISMANTLED IMEC — SEGMENT BY SEGMENT

CORRIDOR SEGMENT	STATUS	COVENANT ASSESSMENT
India-UAE Maritime Leg (Eastern)	Severely disrupted — Strait of Hormuz closed; Iranian naval mines, drone boats, coastal missile batteries threaten UAE ports Jebel Ali, Fujairah, Khalifa	IMEC's foundational first leg is the most vulnerable. UAE caught between IMEC commitments and Iran retaliation risk.
Saudi Arabia Land Bridge	Frozen — Saudi-Israeli normalization halted by Gaza war; no movement expected while conflict expands into Iran	Riyadh will not be drawn into binary confrontation. Saudi participation now conditioned on US security guarantees.
Jordan-Israel Rail Link (Northern)	Paper-only — \$5 billion financing gap; private investors refuse to fund infrastructure in active combat zones	The most critical land link cannot be built while the Levant is a war theater. No normalization deal = no capital.
Haifa Port — Mediterranean Gateway	Logistically frozen — proximity to active missile systems in Lebanon; Adani Group (India) holds majority stake	Netanyahu called IMEC a "blessing" and Iran a "curse" — yet the war he backed has rendered his own gateway non-operational.
Gulf Energy & Green Hydrogen Infrastructure	Behind schedule — Europe's 10 million tonne green hydrogen import target by 2030 now missed; LNG terminals shut by Force Majeure	QatarEnergy declared Force Majeure March 3. Europe's energy transformation is now a casualty of US-Israeli military action.

Blue Raman Digital Spine	Still functioning — undersea cables less vulnerable to surface warfare; the one segment still advancing	Digital infrastructure survives what physical trade cannot. The body of the corridor is wounded; the nervous system still transmits.
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PART IV: WAS THIS INTENTIONAL? THE STRATEGIC QUESTION

A pattern has emerged that demands a covenant accounting. Some analysts — examining the sequence of events — have proposed that Trump's Middle East policy moves, including the Iran war, may be less improvisation than strategy. Writing in a prominent Middle East policy outlet in 2026, one analyst concluded:

"It's not about ideology, democracy promotion, or traditional alliances. It's about access. Geography. Trade. More specifically, it may be about restarting a long-stalled infrastructure project meant to bypass China — and put the United States back at the center of a strategic economic corridor stretching from India to Europe."

The argument runs as follows: IMEC could not advance while Iran remained a functioning power capable of blocking the Strait of Hormuz, supporting Hezbollah, funding Houthi attacks on Red Sea shipping, and vetoing Saudi-Israeli normalization through proxy pressure. Removing Iran's capacity — or destroying the Iranian regime — would theoretically clear the path for IMEC's completion.

President Trump himself called IMEC "one of the greatest trade routes in history" during his meeting with Indian Prime Minister Narendra Modi. Two days before the outbreak of the US-Iranian war, Modi concluded a visit to Netanyahu in Tel Aviv. The intimate bilateral engagement was the visible expression of how deeply India had invested in the corridor's strategic logic.

There is a further dimension that must be stated plainly: China. By the end of 2025, China was importing approximately 1.4 million barrels per day of oil from Iran — roughly 13% of its total imports. The war has already had a major impact on the Chinese economy, not only through the closure of the Strait of Hormuz, but also by undermining its Belt and Road Initiative, which depends on Iran as a strategic transit hub between Europe and Asia. Multiple US officials confirmed that Russia has been sharing satellite and targeting intelligence with Tehran. China's role has been less direct, but no less consequential. The unspoken target of Trump's war on Iran may be China itself.

THE COUNTER-EVIDENCE: THE STRATEGY HAS BACKFIRED

Even if this strategic vision was the intent, the execution has produced the opposite result — at least in the near term. IMEC's ISPI analysis concluded that the Hormuz closure has made the corridor "uninventable as a long-term infrastructure proposition for as long as the security conditions that underpin investor confidence remain unresolved." The corridor was built on three foundational assumptions — all three of which the war has now exposed as false: that Israel was a reliable Western node, that Gulf capital was secure, and that US willingness to maintain regional security conditions was durable.

Meanwhile, the Middle Corridor (Caspian/Caucasus route) has seen a 260% increase in container traffic this year. China's BRI and Russia's pivot eastward are the direct beneficiaries of IMEC's disruption. Turkey is advancing the Zangezur Corridor and promoting an alternative Syria-Jordan route that would bypass Haifa entirely.

Additionally — and this is a matter requiring Congressional investigation — a Financial Times investigation found that \$580 million in bets on falling oil prices were placed just 15 minutes before Trump published his March 23 statement postponing attacks on Iran for talks, causing prices to fall. A second suspicious series of bets worth \$950 million on falling oil prices occurred on April 7, again shortly before a policy shift was announced — a two-week ceasefire. If those trades were made with foreknowledge of policy decisions, it constitutes the most consequential insider trading in American financial history.

PART V: WHAT THIS COSTS EVERY AMERICAN AND THE NATIONS

A. YOUR GAS TANK AND YOUR GROCERY CART

The war and the Strait closure have combined to produce what the IEA called the "greatest global energy security challenge in history." The impact on American families is direct and ongoing:

ECONOMIC INDICATOR	PRE-WAR LEVEL	CURRENT / PROJECTED (2026)
Brent Crude Oil	~\$60/barrel (late Jan 2026)	\$105/barrel (+44%); \$80-90 new floor projected

US Consumer Price Index	2.8% annual	3.8% April 2026 (highest since 2023); PCE may hit 4% by year-end
US Jet Fuel	Baseline	Up more than 80% since war began; Spirit Airlines shut down
Grocery Inflation	Normal	Purdue University projects 3-6 additional points over 12-18 months from energy/urea disruption
US National Debt	Below 100% of GDP	Crossed 100% of GDP threshold this month; Treasury borrowing \$2 trillion next year
Federal Reserve Policy	Rate cuts expected in 2026	Rate cuts reversed; hikes now possible; stagflation risk raised by ECB and economists

B. THE NATIONS — GLOBAL IMPACT

The 2026 Iran war fuel crisis is a worldwide event. Its impacts echo the 1970s energy crisis — acute supply shortages, currency volatility, inflation, and heightened risks of stagflation and recession:

- Europe: Dutch TTF gas benchmarks nearly doubled to over 60 EUR/MWh by mid-March. Germany and Italy face technical recession. UK inflation expected to breach 5%. The European Central Bank postponed planned interest rate reductions. European chemical and steel manufacturers have imposed surcharges of up to 30%.
- Asia: China, India, Japan, and South Korea account for 75% of oil and 59% of LNG exports through Hormuz. Pakistan, Bangladesh, and Vietnam face severe fuel shortages. The Philippines declared a state of emergency.
- Food Security: Over 30% of global urea — used worldwide for fertilizer, produced from natural gas — is exported from Gulf countries through the Strait. Disruption to urea transport threatens food production globally. The Food Policy Institute warns of long-term food price increases.
- South America: Oil exporters (Brazil, Venezuela) seeing revenue windfalls; oil-importing nations facing severe inflation, transport disruptions, and social unrest.
- Australia: Diesel dependent on Asian refineries; 29-36 days of fuel reserves; considering the Liquid Fuel Emergency Act 1984, not triggered since the 1970s.

C. THE MIDTERM POLITICAL RECKONING

The 2026 midterm elections will be a crucial referendum on Trump and the Republican Party as they seek to retain a lock on both chambers of Congress. The war's body blow to the US economy cannot be easily undone. Getting back to pre-war energy prices will take months — even if the Strait reopened tomorrow, which it has not. The political damage is compounding daily. Trump's frantic diplomatic activism — including his Beijing summit with Xi, which itself was dominated by the Iran crisis — may actually signal weakness to Beijing rather than strength.

PART VI: COVENANT WITNESS — THE JUDGMENT OF YAHWEH

"Woe to those who decree unrighteous decrees, and who write oppression which they have prescribed; to rob the needy of justice, and to take away the right of the poor of My people, that widows may be their prey, and that they may rob the fatherless!"

Yeshayahu (Isaiah) 10:1-2

The covenant witness of Miqdash Bethel Covenant Institution speaks plainly:

IMEC was built on the Abraham Accords — a framework that attempted to normalize relations with a nation that has waged continuous military violence against the people of Gaza and Lebanon while positioning itself as a trade gateway for the world. Torah cannot be aligned with that architecture. A corridor that requires the blood of the innocent as its geopolitical foundation cannot stand — and Yahweh has not permitted it to stand.

The war on Iran — whatever its strategic intent — has produced inflation, food insecurity, fuel shortages, and the threat of global recession. These are not abstract policy outcomes. They are the hunger of the poor. They are the grandmother who cannot afford groceries. They are the family whose summer is cancelled. They are the farmer in Bangladesh whose fertilizer cost tripled. These consequences fall on the weakest — the very people Yahweh commands the nations to protect.

Devarim (Deuteronomy) 16:19 commands: "Do not pervert justice; do not show partiality. Do not accept a bribe, for a bribe blinds the eyes of the wise and twists the words of the innocent." The \$580 million and \$950 million suspicious trades timed to policy announcements demand a full accounting before the covenant standard of two or three witnesses (Devarim 19:15). If confirmed, they are not a financial crime alone — they are a breach of the covenant authority Yahweh places in the hands of leaders over the nations.

Iran was excluded from IMEC by design. Turkey was excluded. Pakistan was excluded. The Muslim world was told: you may participate in the economic future only if you recognize Israel on terms that require you to ignore what Israel has done. That exclusion was never a covenant framework — it was a Babylonian architecture dressed in infrastructure language. Torah does not permit the exclusion of the nations from justice.

Miqdash Bethel Covenant Institution transmits this witness to the nations, to the media, and to the leaders of the earth: the earth is Yahweh's. The corridors of trade belong to Yahweh. No nation may claim ownership of the pathways of the earth without accountability to the covenant standard of justice, truth, and the protection of the poor. This war has violated all three.

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"He has shown you, O man, what is good; and what does Yahweh require of you but to do justly, to love mercy, and to walk humbly with your Elohim."

Micah 6:8